

January 1927
35 Cents

MOTOR BOATING

Vol. 39
Jan.-Dec.
1927



IN TREND WITH THE MOST
ADVANCED ENGINEERING PRINCIPLES

WE ANNOUNCE

The **HALLETT** Baby Marine
ENGINE

NOW EQUIPPED WITH

LINK BELT

SILENT CHAIN REDUCTION

PERMITTING THE USE OF HIGH ENGINE SPEEDS
WITH LOW PROPELLER SPEEDS

That engineering achievement you have been looking for.

[TIMKEN BEARING EQUIPPED
FOUR CYLINDER, FOUR CYCLE
LIGHT WEIGHT, VIBRATIONLESS]

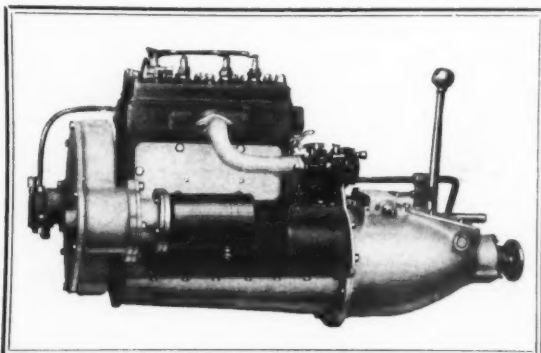
» 51 C. I. Displacement.
2 7/16 bore, 2 3/4 stroke.
10 Shaft H.P. at 1200 R.P.M.

Weight, J4 Motor, 265 lbs.
Complete with Magneto and Impulse
Coupling.

Price, \$325.00 F. O. B. Factory

Weight, J4S Motor, 305 lbs.
Complete with Electric Starter, Generator,
Distributor and Coil.

Price, \$400.00 F. O. B. Factory
«



IDEAL FOR ANY BOAT FROM 12' TO 18' LENGTH

*See the Hallett Motor at the Motor Boat Show, Grand Central
Palace, New York, January 21 to 29, Block X, Mezzanine Floor*

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HALLETT MFG. CO. Box 192, Hyde Park Station
LOS ANGELES, CAL.

The Outboard Motor as known today was pioneered by Johnson



SOME few years ago an outboard motor weighing less than sixty pounds was unheard of—starting on the first spin was occasional—a speed of 18 to 20 miles per hour was “years hence.”

Then came L. J. Johnson with a new idea in marine engineering; that an outboard motor must be *lighter* in weight, *easier* to carry, *easier* to maneuver, to justify its purpose as an outboard.

He sensed the desire of water lovers for a motor that was portable—that had responsive power—that performed with the certainty of a motor car.

And Johnson was right! The old order of outboard motors was revolutionized with a new, advanced outboard—the 35-pound Johnson Light Twin.

New mechanical perfections came with the Johnson; Full Pivot Steering; Automatic Tilting; an Anti-cavitation Plate giving greater propulsion efficiency;

a newer, compact design of more even balance and proportion—and an ease of maneuvering which found instant approval with water motorists everywhere.

That Johnson was destined to lead was evidenced in the public's immediate acceptance of this advanced outboard. Its popularity grew with each year. In five years the Johnson Motor Company has become the acknowledged leader in the industry. Its influence is noted in the acceptance of many of its features by other boat motors—a tribute to Johnson's engineering genius.

Johnson leadership will be further emphasized in the coming year with new achievements—new mechanical refinements. Johnson Motors for 1927 will be just as much a forward step today, as the first Light Twin was 5 years ago—and that means something.

Next Month!
An important Johnson
announcement appears
in this magazine
Watch for it!

JOHNSON MOTOR COMPANY
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WORLD'S LARGEST MANUFACTURER OF OUTBOARD BOAT MOTORS

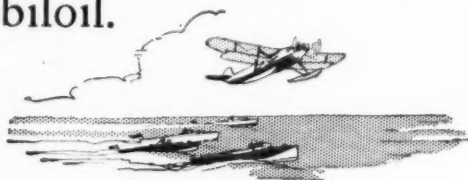
Johnson

Outboard Motors

Every engine wears out. How fast, depends on the quality and character of the lubricating oil.



57 leading motor boat engine builders recommend the use of Mobiloil.



That's evidence of how thoroughly Mobiloil protects. And...

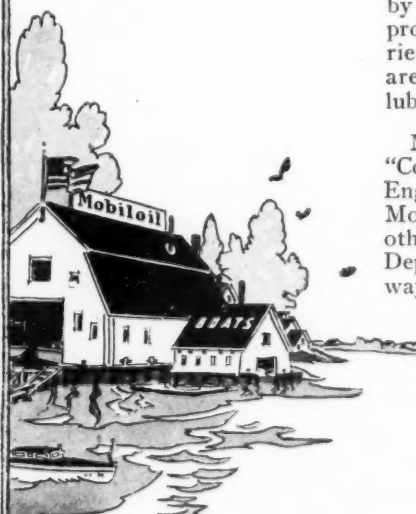
MAKE THIS CHART YOUR GUIDE

THE correct grades of Gargyle Mobiloil for lubrication of prominent motorboat engines are specified below.

The grades of Gargyle Mobiloil are indicated by the letters shown below. "Arc" means Gargyle Mobiloil Arctic.

If your engine is not listed here, see the complete Mobiloil Chart at your dealer's, or write the Vacuum Oil Company, 61 Broadway, New York City.

NAMES OF MOTOR BOAT ENGINES	1926 Engine		1925 Engine		1924 Engine		1923 Engine	
	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Buffalo, B	B	B	B	B	B	B	B	B
" Heavy Duty Models	B	B	B	B	B	B	B	B
" (other models)	A	Arc	A	Arc	A	Arc	A	Arc
Fay & Bowen, L41, 44, 64	A	Arc	A	Arc	A	Arc	A	Arc
" (other models)	A	Arc	A	Arc	A	Arc	A	Arc
Gray, 2 Cycle	A	A	A	A	A	A	A	A
" 4 Cycle	A	Arc	A	Arc	A	Arc	A	Arc
Kermath, 1 to 20 H.P., incl.	A	Arc	A	Arc	A	Arc	A	Arc
" 50.70 & 100	BB	BB	BB	BB	BB	BB	BB	BB
" Model 9	B	A	B	A	B	A	B	A
" (other models)	A	A	A	A	A	A	A	A
Lathrop, 100	BB	A	BB	A	BB	A	BB	A
" (other models)	A	A	A	A	A	A	A	A
Niagara, D Series	B	Arc	B	Arc	B	Arc	B	Arc
" Special	A	Arc	A	Arc	A	Arc	A	Arc
" (other models)	A	Arc	A	Arc	A	Arc	A	Arc
Palmer, 2 Cycle	A	B	A	B	A	B	A	B
" Heavy Duty	A	B	A	B	A	B	A	B
" (other models)	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Peerless, Heavy Duty	A	B	A	B	A	B	A	B
" (other models)	B	A	B	A	B	A	B	A
Red Wing, Thorobred	BB	A	BB	A	BB	A	BB	A
" (Red Top)	BB	A	BB	A	BB	A	BB	A
" Thorobred	A	Arc	A	Arc	A	Arc	A	Arc
" (other models)	BB	A	BB	A	BB	A	BB	A
Scripps, F4 & F6	BB	A	BB	A	BB	A	BB	A
" (other models)	A	Arc	A	Arc	A	Arc	A	Arc
Sterling, Neptune	A	Arc	A	Arc	A	Arc	A	Arc
" (other models)	B	A	B	A	B	A	B	A
Universal	A	Arc	A	Arc	A	Arc	A	Arc



A majority of automotive engineers use Mobiloil in their private cars and boats. Further evidence—Mobiloil is used by a majority of airplane manufacturers for all their test and development work. The Round-the-World fliers used Mobiloil Commander Byrd used Mobiloil on his flight to the Pole.

Mobiloil is endorsed again and again by engineers because Mobiloil itself is a product of engineering skill and experience. Behind every quart of Mobiloil are sixty-one years of specialization in lubrication.

May we send you a free copy of "Correct Lubrication for Motor Boat Engines"? This little book contains the Mobiloil Chart for Motor Boats and much other valuable information. Address: Dept. B, Vacuum Oil Company, 61 Broadway, New York City.

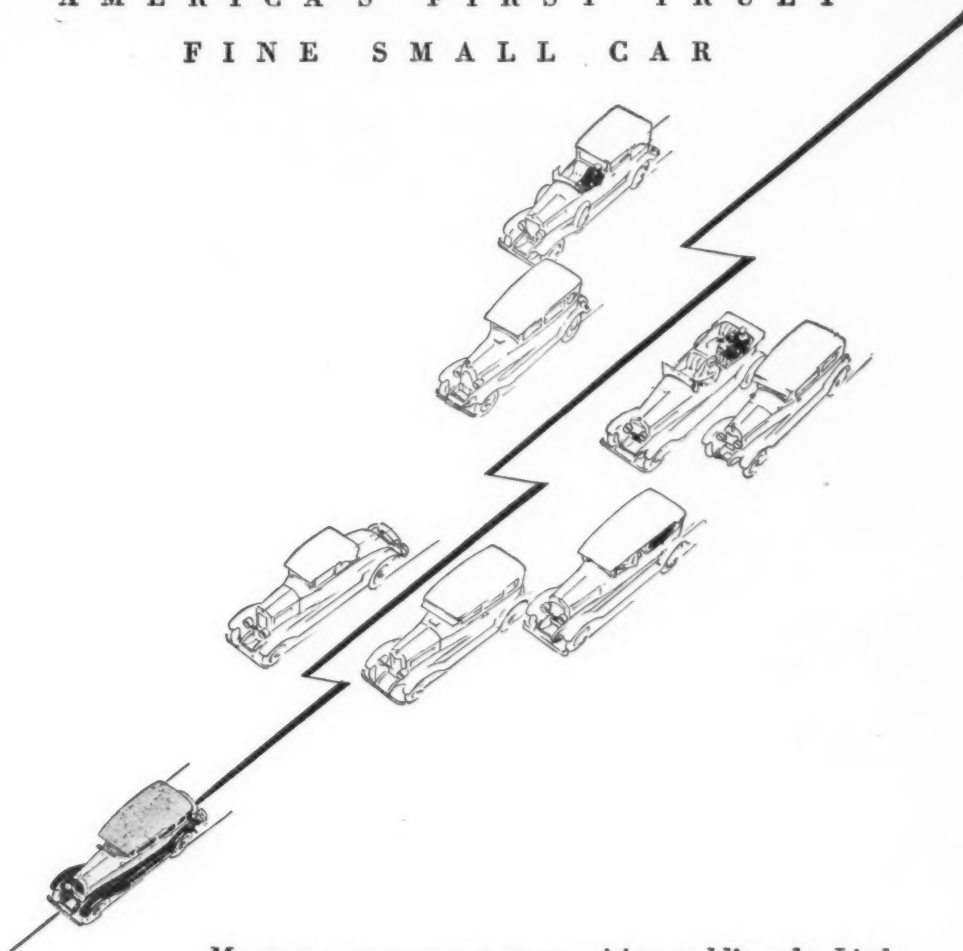
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Other branches and distributing warehouses throughout the country

Advertising Index will be found on page 172

AMERICA'S FIRST TRULY FINE SMALL CAR



Marmon now presents to a waiting public—the Little Marmon — On view at leading automobile shows throughout the country — It represents an entirely new and advanced type of transportation—a truly fine and distinguished car compacted — Eight cylinders in line — 70 honest miles per hour — 18 to 22 miles per gallon of gasoline — Ease of operation never before approached in any automobile — All standard models under \$2000



Companion Car to the Marmon Series Seventy-five

*The New Boat
for the
New Year!*

See it at
the **SHOW**
Block B 7

*Announcing
the* **RICHARDSON**
*"***CRUISABOUT***"*

26
Feet of
Superlative
Value for
\$2885

SMASHING all previous conceptions of cruiser value, bringing master workmanship to the field of the standardized craft, creating a boat of beauty as well as surpassing utility, and presenting one of the smartest cruisers that ever crested a wave, the new Richardson 26-foot "Cruisabout" is the big news of the new year.

Eldridge-McInnis designed this sparkling craft and cleverly rigged her as a true cabin cruiser, with splendid accommodations for a family of four or five. She skims through the water at the brisk clip of eleven actual miles per hour, thanks to her sweet running, six-cylinder "6-40" Gray mo-

tor. She handles like a thoroughbred, and likes a real blow or a hard sea to show up her staunch in-built seaworthiness.

And she is a luxurious craft, fitted with the masterful care that has characterized all Richardson boats for seventeen years. A boat to be proud of in the most exclusive waters, a boat to live in, to roam far and near, to slip down South or to jaunt up North, a finer boat than you ever dreamed of buying for as little as \$2885.

Surely this is the boat to know about this year — drop us a line today and we will send you the whole log of the Richardson "26" Cruisabout.



RICHARDSON BOAT COMPANY

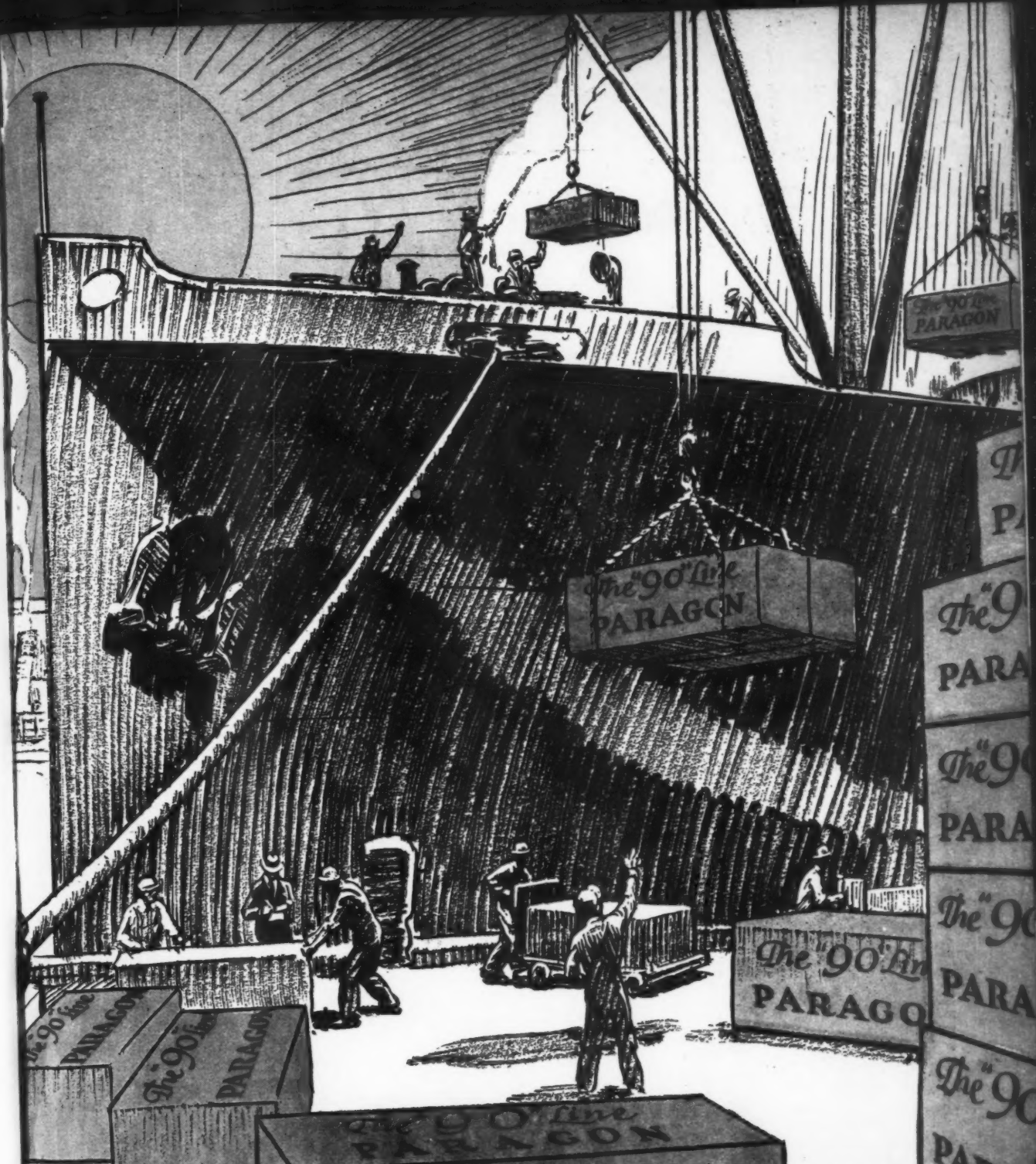
372 Sweeney Street

North Tonawanda, New York

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ARRIVED!

The "90" Line

The 90" Line
PARAGON

The

90% Reverse Speed

Line

The "90"
PARAGON

The "90"
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The "90"
PARAGON

ARRIVED . . . the new member of this 20 year old reverse gear family . . . The "90" Line Paragon! Arrived . . . a development in reverse gear building which could only come from a company that had a 20 year old experience behind it! Arrived . . . these combined features in a reverse gear:

90% Speed in Reverse
Direct Power on the Forward Drive
Fewest Parts to Wear
Heat Treated Gears
Gearing in One Plane Without Stagger
Quick Installation
Perfect Quietness!

Now! If it's speed in reverse you want the new name of the Paragon—The "90" Line—tells the story . . . 90% reverse speed!

Power without wastage? . . . The "90" Line Paragon has direct drive forward through a single disc clutch—engine element directly clutched to propeller shaft. Long life—little wear? . . . heat treated gears! Simplicity? . . . gear fastened to engine shaft by coupling allowing easy removal. Quiet? . . . The "90" Line Paragon runs with but a whisper!

It is only in keeping that the Paragon Gear Works, celebrating its 20th birthday, should start its third decade with the greatest improvement ever developed in the reverse gear industry. Now—more than ever before, engine manufacturers will find the carefully built power of their products passed without wastage and speeded up to 90% in reverse, while boatmen will experience a new meaning in "silence in a reverse gear", "long life" and "freedom from repairs."

Write for information—or stop at our booth at the Motor Boat Show.

The Paragon Gear Works is Exhibiting at the Motor Boat Show, New York City, Grand Central Palace, January 21st to 29th. Booth Numbers 21 and 22.

PARAGON REVERSE GEARS

PARAGON GEAR WORKS

200 CUSHMAN STREET

TAUNTON, MASS.

The 90" Line
PARAGON

The 90" Line
PARAGON

The 90" Line
PARAGON

The 90" Line
PARAGON

A Real Marine Magneto

Every Part designed to meet the exacting requirements of Marine Service!

WATER cannot damage this magneto. It is completely enclosed and resists rain, mist and splashing water.

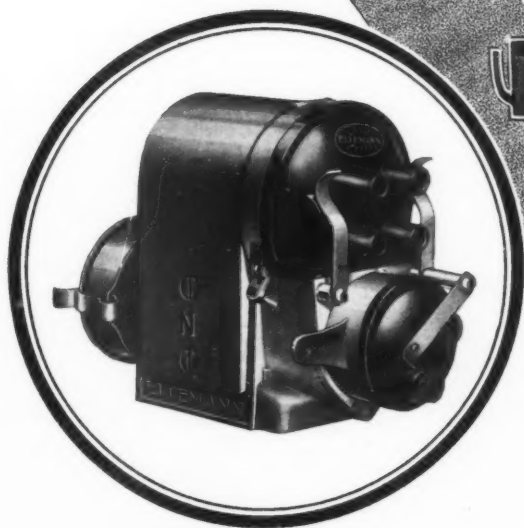
Made up of a single-piece housing, all-mica condenser, bronze breaker mechanism, tight fitting distributor plate and end cap—the construction of each and every part is such as to make this ignition system particularly adaptable to marine service.

And all Eisemann Magnetos sold to the marine trade are given a special rust-proofing treatment.

Here is the ideal magneto for your motor boat.

EISEMANN MAGNETO CORP'N
165 BROADWAY - NEW YORK

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SEA SLED - A *dependable fast boat*



See it- in Florida

We have opened new show-rooms in Miami and Palm Beach for boat lovers who plan their winter in Florida. Service Stations have been established at Miami and Palm Beach, completely equipped and under the supervision of Sea Sled experts—for the convenience of Sea Sled owners.

At
MOTOR BOAT SHOW
NEW YORK CITY
GRAND CENTRAL PALACE
January 21 to 29
100 BOATS EXHIBITED
All types

IT will get you there and bring you back speedily—under any condition of weather and water—and in luxurious comfort and complete safety.

Whether you are touring, commuting, having a day's outing, or enjoying an hour of thrilling sport, Sea Sled gives you complete mastery over rough seas, shallow inland waterways, and weed-choked streams.

The 14 distinct advantages of Sea Sled over other fast motor boats assure real comfort and pleasure in motor boating. It is seaworthy! Economical! Comfortable!—the most dependable fast motor boat on the water today.

Write for our descriptive literature which explains Sea Sled's many superiorities. Or visit our nearest office—New York, Miami, or Palm Beach.

THE SEA SLED CORPORATION

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Worth Avenue (opp. Everglades Club), Palm Beach, Florida

SEA SLED

FAST ENOUGH—AND IN COMFORT AND SAFETY

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C O N T E N T S

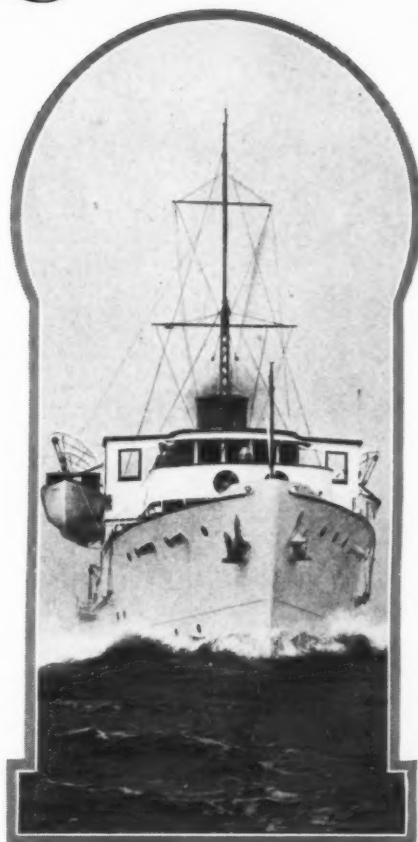
J A N U A R Y

1 9 2 7

Vol. XXXIX

No. 1

The 140 foot Winton Diesel yacht Josephine, designed by Cox & Stevens for Edmund S. Burke, Jr., plowing along at full speed with a bone in her teeth



Photograph by E. Levick

THE NEW YORK
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ASTOR, LENOX AND
TILDEN FOUNDATIONS
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Racing Dates for 1927

January 21—Mt. Dora, Florida.
February 20, 22—Palm Beach, Florida.
March 3, 4, 5—Tampa, Florida.
March 11—Sanford, Florida.
March 18, 19—Miami Beach, Florida. Classes for all types of boats; Colonel E. H. R. Green Trophy for Outboard Championship of America.
March 26, 27—Havana, Cuba.
April 2—Jacksonville, Florida.
July 2, 3, 4—Mississippi Valley Regatta, Houston, Texas.
July 9—Block Island Race, New York Athletic Club, N. Y.
July 22 or 29—Craig Trophy Race from Execution to Sheepshead Bay around Long Island.
August 3, 4—Hunt Trophy, Execution Rocks to Great Captain's Island to Cornfield and return.
August 4, 5, 6—St. Michaels, Maryland.
August 6—Gold Cup Races, Greenwich, Conn.
August 12, 13—International Race for 1½ liter and other classes, Muskoka Lakes, Canada.
September 3, 4, 5—Detroit, Michigan.
September 16, 17—Washington, D. C.

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Published monthly by the INTERNATIONAL MAGAZINE COMPANY, INC., at 119 West 40th Street, New York City.

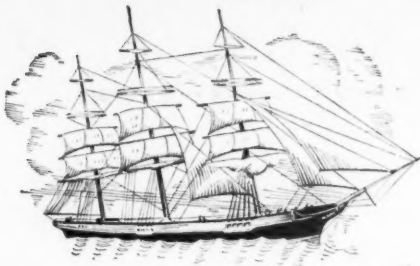
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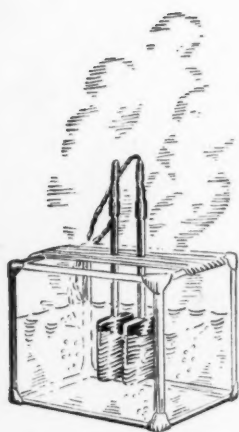
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UNBROKEN LEADERSHIP

for

A HUNDRED YEARS



*Water Boiling in a Film
of Aquatite Varnish*

This amazing test shows the greater durability of this varnish as well as its resistance to heat. Edward Smith's Varnish is made with hard fossil gum—so hard it requires 650° F. to melt it so that it will combine with oil.

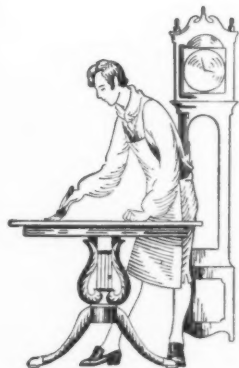
IT was just a hundred years ago that Pascal B. Smith established a varnish factory in an old apple orchard on the Stuyvesant farm—now about 6th Street, New York City.

In a short while American ship owners found this new American varnish finer and more durable than the imported European products.

This year Edward Smith & Company celebrates a century of unbroken quality leadership in the marine field.

Edward Smith's marine paints and varnishes are used today for very practical reasons. They combine perfect resistance to heat and water with *greater durability*.

Every boat owner will find a visit to the Edward Smith & Company exhibition on the third floor, booths 23 and 24, of the Motor Boat Show, New York City, a fascinating and instructive experience.



The great American cabinet makers selected varnish with the same care with which they chose woods. Leaders—notably Duncan Phyfe—used Edward Smith's varnish on those lovely pieces of furniture which today are almost priceless.

EDWARD SMITH & COMPANY

LONG ISLAND CITY, NEW YORK

Manufacturers of Marine Paints and Varnishes

Since 1827



Eastern Boats Break World's Records and Beat The West

*At San Diego, Cal., Boats from All Sections Meet to Decide
the National Championship in the 151 Cubic Inch Class*

By W. Mack Angas

Lieutenant Commander (C. E. C.) U. S. N.

THE two-day Motor Boat Regatta held on San Diego Bay on December 11 and 12, was an event of national importance which might be said to open the winter season of 1926-1927 and, at the same time, close the formal racing season of 1926. The event was sponsored by the Chamber of Commerce and the San Diego Yacht Club and authorized by the Mississippi Valley Power Boat Association, whose Secretary, A. T. Griffith attended the races and acted as starter.

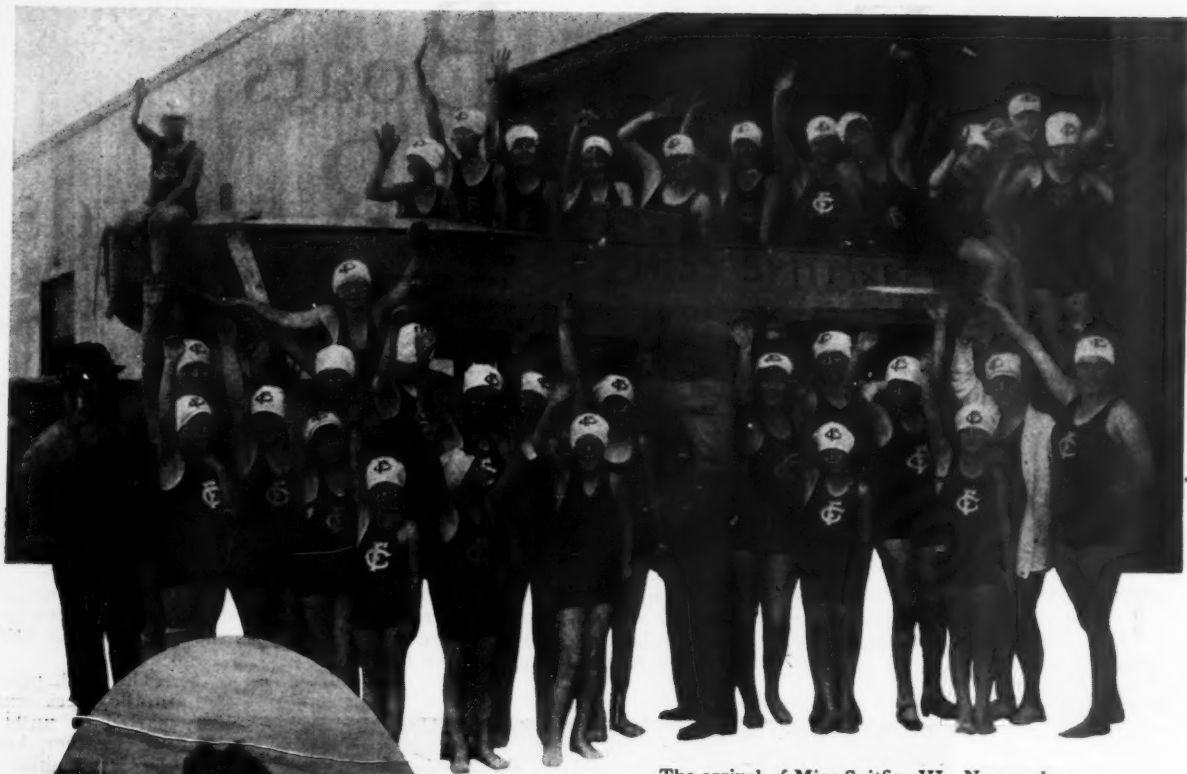
The feature of the Regatta was the racing for the 151 class hydroplanes. This event was run in six heats, prizes being awarded to the first, second and third boat, on the well-known point system, by which the first place in a heat scores 200 points; second 100 points; third 50 points; fourth 25 points, and subsequent places score a number of points equal to 100 divided by the place taken. Great interest was added to the event by the fact that everyone concerned with the Regatta felt that there was a great probability of breaking the world's record for

the 151 class boats, and that one of the owners would therefore have the honor of having his boat's name inscribed on the Elgin Trophy as the owner of the 1926 record for the 151 class.



Stanley Reed of the victorious Spitfire team

The week prior to the races was marred by unsettled weather, but the Committee's preparations went forward without serious delay, and on December 10, the day before the races, the 2½ mile oval course at the west end of the bay under the lee of the Point Loma hills was ready for the trial spins of the contestants. Boats had been coming in for over a week, the eastern boats curiously enough being on hand long before the western ones. Boats arriving ahead of their owners were stored in the big shed of the Municipal Pier, which was later practically turned over to contestants as a workshop and storage place for the racing craft. Locomotive cranes were available at all times for putting boats overboard for trial runs and lifting them out as might be required. Very satisfactory grandstands were provided on a line of Navy coal barges, moored



The arrival of Miss Spitfire VI. No wonder she won the race with this support



J. H. Rand at the wheel of Miss Spitfire V

is the freak of the Regatta. She is a shovel nosed single step hydroplane, powered with a specially built 6 cylinder 2 cycle super-charged Linthwaite-Thomson engine. This machine has many features which are innovations and it was watched with great interest.

General—owned by Lionel Barnesson, of Los Angeles, Calif., is powered with the popular 3 cylinder 2 cycle Pierce Budd engine.

Janet II—the second entry of Lionel Barnesson, is powered with a Pierce-Budd Motor like his other entry, General.

Miss Hollywood—owned by Del Lord, of Hollywood, Calif., is another of the entries carrying a Pierce-Budd engine.

Midge II—the second entry of Del Lord, is powered with a Pierce-Budd engine, as is his other entry, Miss Hollywood.

parallel to the course, opposite the finish line of the race course.

On the day before the races the line-up of boats undergoing final adjustments on the pier and tuning up spins in the bay was:—

Boots II—owned by Waugh Brothers, of Peoria, Illinois, powered with a Peerless Marine 151 engine of the 4 cylinder 4 cycle valve in the head type. This engine has dual valves and an overhead cam shaft, and is a beautiful piece of work and was much admired.

Hadley Plane II—owned by Cliff Hadley, of Ozone Park, New York, has a 3 cylinder 2 cycle Pierce Budd engine.

Miss Quincy—owned by Frank Ripp, of Jamaica, New York, has a 3 cylinder 2 cycle Pierce Budd engine.

Miss Spitfire V—owned by Mrs. J. H. Rand, Jr., of Buffalo, New York, has a 4 cylinder 4 cycle Fronty-Ford valve in the head engine.

Miss Spitfire VI—owned by J. H. Rand, Jr., of Tonawanda, New York, is powered with a Fronty-Ford engine.

Miss Westchester II—owned by E. W. Hammond, of Larchmont, New York, was the third boat in the Regatta with a Fronty-Ford engine.

Angeles I—owned by Harry A. Miller, of Los Angeles, Calif., created a great deal of interest as she marked the entry of the famous Miller valve in the head engine into the 151 class. This engine is a 4 cylinder 4 cycle machine. It is not equipped with a super-charger, and does not run at extreme speeds which characterize the 91 cubic inch 8 cylinder Miller machines.

Baby Mine—owned by A. Christie, of Hollywood, California, is equipped with a 3 cylinder 2 cycle Pierce Budd engine.

Esmeral III—owned by Al D. Macleod, of Los Angeles has a 3 cylinder 2 cycle Pierce Budd engine.

Frances Marion—owned by Fred Thomson, of Hollywood, Calif.,

Dr. Fiske in his Johnson powered Bullet, with which he won the outboard event

For Summary of Results
see page 134



Miss San Diego II—was built at San Diego, especially for this Regatta. Her owner is J. Goodwin Hall, of San Diego. The boat is powered with a 4 cylinder 4 ccyle Universal 151 engine.

Quicksilver III—owned by W. O. Harris of San Bernardino was the second entry carrying a Miller engine.

Smiling Dan III—owned by Dick Loynes, of Long Beach, California, is powered with a Pierce Budd engine, and great things were expected of her by the Long Beach and San Pedro Contingent.

All entries in the 151 class were single step hydroplanes of very similar type and construction. Evolution and the survival of the fittest has evidently done its work in the development of these boats. About the only feature of the hulls which is not standardized is the rudder arrangement. Most of the entries have bow rudders, but a few have a forward skid fin and a stern rudder which supports a shaft bearing behind the propeller.

Five entries were on hand for the outboard motor events, these being:

(Continued on page 130)



Miss Westchester II, E. W. Hammond, owner in the lead and Miss San Diego II, J. Goodwin Hall, tuning up at San Diego



The start of a heat. Note the crowd on the spectator barges

Round New Zealand

by Motorboat

by C. J. Collings

An Adventurous Cruise Around the Island of New Zealand in a 43-Foot Motor Cruiser—A Voyage Rarely Attempted by Large Commercial Vessels and the First Time It Has Ever Been Accomplished by a Pleasure Craft

*Last, loneliest, loveliest, exquisite—apart,
On us, on us the unswerving season smiles.
Who wonder in our hearts why men depart
To seek the Happy Isles.*

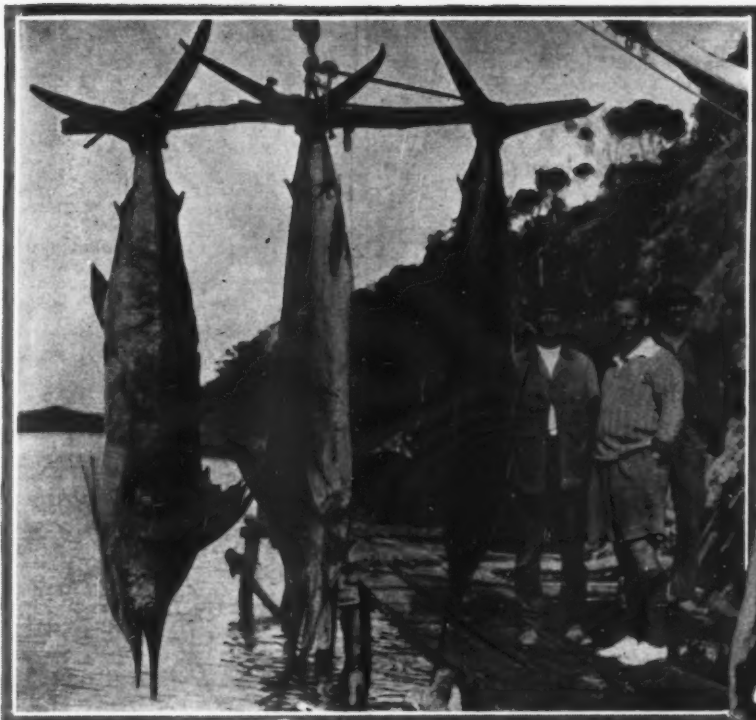
IN these words the immortal Kipling described New Zealand—a gem of the Pacific and the Great Britain of the South. On quite a large scale atlas the Islands comprising the Dominion appear as a small insignificant streak a little over a thousand miles to the east of Australia. Away some six thousand miles to the west of the group lies Chile, to the north some twelve hundred miles is Fiji, while to the south there is nothing but unexplored Antarctica. Well was

New Zealand named last and loneliest—well too does she deserve the eulogies of the Bard. The group is composed of North, South and Stewart Islands lying in that order between $34\frac{1}{2}$ and $47\frac{1}{2}$ south latitude, the greatest breadth of the Islands being a little under 200 miles. Truly a pocket handkerchief of a country but a group of Islands whose coastline is replete with gulfs, bays, sounds, fjords and all manner of delights for the boating enthusiast.

Sturdy sons of old Great Britain all New Zealanders have inborn a love of adventure and of the sea and their island home affords ample opportunities for the gratification of these tastes. All this is but by the way so that you may get a tab on us who are so darned far off the beaten track.

Ruamano's crew: J. B. Johnston, navigator; A. H. Court, skipper and owner; R. Noton, provost. Seated: J. Kelly, engineer; C. J. Collings, builder and second engineer





(Auckland Weekly News Photograph)

A few sword fish caught at Russell

Since his boyhood days Alfred Court had been afloat at every possible opportunity in every conceivable type of craft from sailing dinghies up to the large keel yachts. Of recent years he had journeyed each week end up and down the coast for hundreds of miles in his 35 foot fast cruiser Paikea going where he desired just when he wanted with devil a care for the wind or sea. But he desired a larger craft for his cruising and particularly for his fishing parties and in March, 1925, commissioned Messrs. Collings & Bell of Auckland, New Zealand, to build for him a 43 by 11 foot 4-inch cruiser for week-end and occasional extended cruising. One morning while looking over the craft in frame Mr. Court calmly announced that he had determined to cruise in the launch down the East Coast to the Dunedin Exhibition and this was a venture of such magnitude as to excite some comment among the yachting community. But as the work progressed towards completion Mr. Court's ideas about the cruise advanced correspondingly until he had determined upon the circumnavigation of New Zealand, a feat that had certainly never before been attempted by any pleasure boat and even so far as one can determine by any commercial craft. There were scoffers aplenty among the yachts-

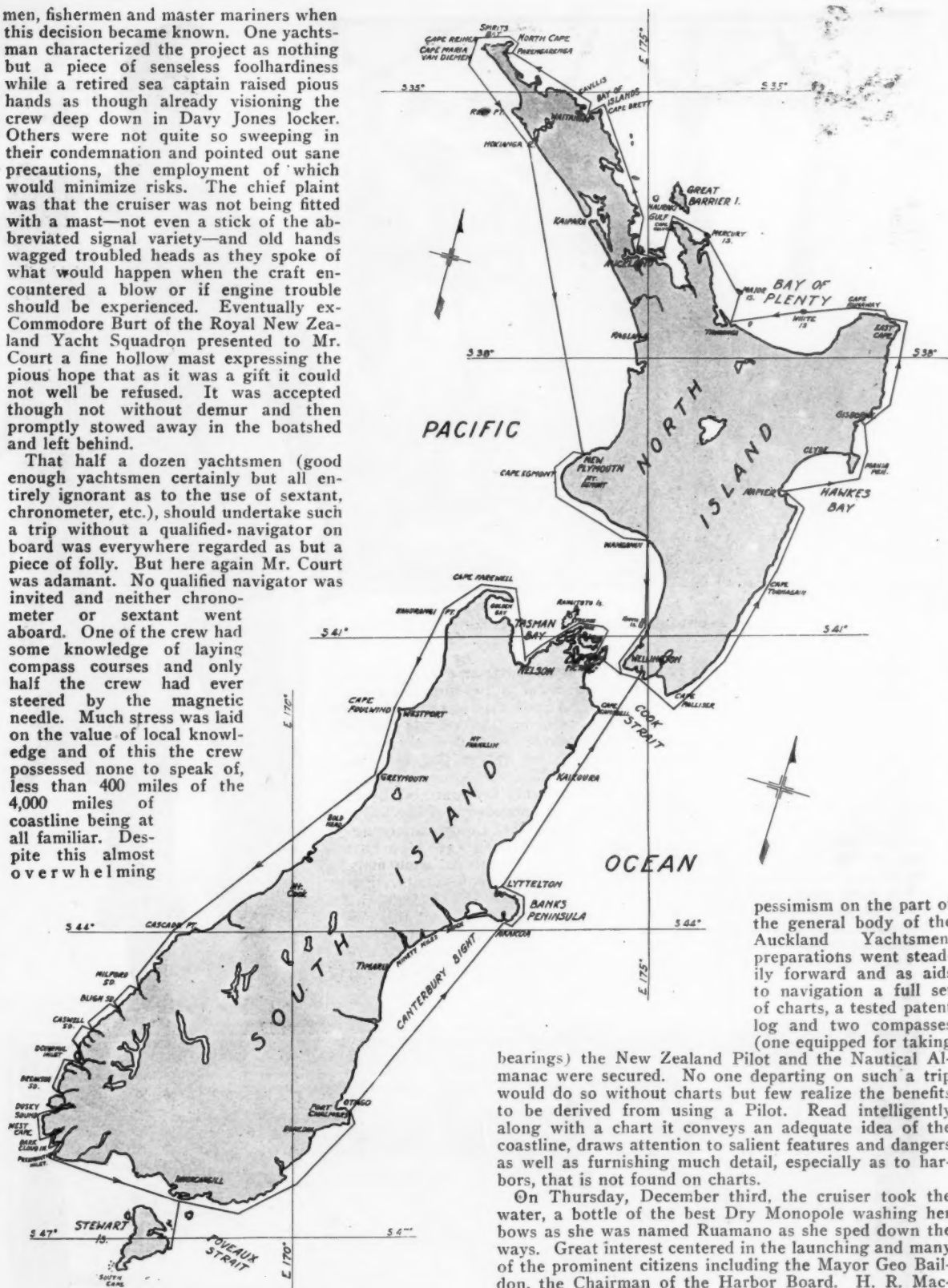
J. B. Johnston, the navigator



Ruamano at Port Chalmers on the East Coast

men, fishermen and master mariners when this decision became known. One yachtman characterized the project as nothing but a piece of senseless foolhardiness while a retired sea captain raised pious hands as though already visioning the crew deep down in Davy Jones locker. Others were not quite so sweeping in their condemnation and pointed out sane precautions, the employment of which would minimize risks. The chief plaint was that the cruiser was not being fitted with a mast—not even a stick of the abbreviated signal variety—and old hands wagged troubled heads as they spoke of what would happen when the craft encountered a blow or if engine trouble should be experienced. Eventually ex-Commodore Burt of the Royal New Zealand Yacht Squadron presented to Mr. Court a fine hollow mast expressing the pious hope that as it was a gift it could not well be refused. It was accepted though not without demur and then promptly stowed away in the boatshed and left behind.

That half a dozen yachtmen (good enough yachtmen certainly but all entirely ignorant as to the use of sextant, chronometer, etc.), should undertake such a trip without a qualified navigator on board was everywhere regarded as but a piece of folly. But here again Mr. Court was adamant. No qualified navigator was invited and neither chronometer or sextant went aboard. One of the crew had some knowledge of laying compass courses and only half the crew had ever steered by the magnetic needle. Much stress was laid on the value of local knowledge and of this the crew possessed none to speak of, less than 400 miles of the 4,000 miles of coastline being at all familiar. Despite this almost overwhelming

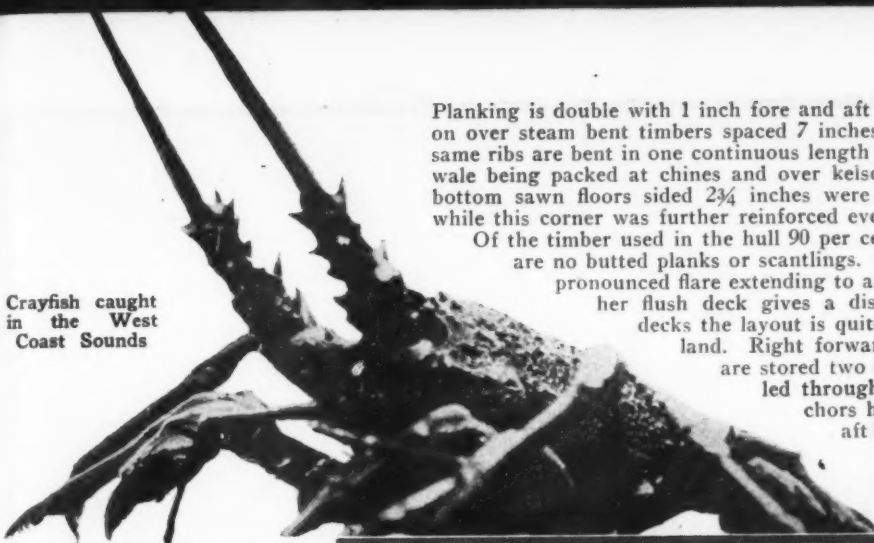


A chart of the North and South Islands of New Zealand in the Pacific showing the route followed by Ruamano, and many of the points which were visited

pessimism on the part of the general body of the Auckland Yachtmen, preparations went steadily forward and as aids to navigation a full set of charts, a tested patent log and two compasses (one equipped for taking bearings) the New Zealand Pilot and the Nautical Almanac were secured. No one departing on such a trip would do so without charts but few realize the benefits to be derived from using a Pilot. Read intelligently along with a chart it conveys an adequate idea of the coastline, draws attention to salient features and dangers as well as furnishing much detail, especially as to harbors, that is not found on charts.

On Thursday, December third, the cruiser took the water, a bottle of the best Dry Monopole washing her bows as she was named Ruamano as she sped down the ways. Great interest centered in the launching and many of the prominent citizens including the Mayor Geo Baildon, the Chairman of the Harbor Board, H. R. Mackenzie, Commander Myles of the local branch of the Navy going out on the trial spin. There are quite a number of legends centering about the word Ruamano. According to Maori folklore two Maori chiefs Ruamano and Paieka set out from the distant Polynesian Islands for

Crayfish caught
in the West
Coast Sounds



Planking is double with 1 inch fore and aft and a $\frac{3}{8}$ inch diagonals laid on over steam bent timbers spaced 7 inches centers. Incidentally these same ribs are bent in one continuous length from gunwale round to gunwale being packed at chines and over keelson. Every 18 inches on the bottom sawn floors sided $2\frac{3}{4}$ inches were fitted as high as the chine while this corner was further reinforced every few feet by sawn crooks.

Of the timber used in the hull 90 per cent was kauri pine and there are no butted planks or scantlings. Above water the craft has a pronounced flare extending to aft of amidships and this with her flush deck gives a distinctive appearance. Below decks the layout is quite conventional for New Zealand. Right forward is a rope locker in which are stored two 60 fathom warps these being led through deck plugs to the two anchors held in chocks on deck. Next aft is a toilet containing the usual

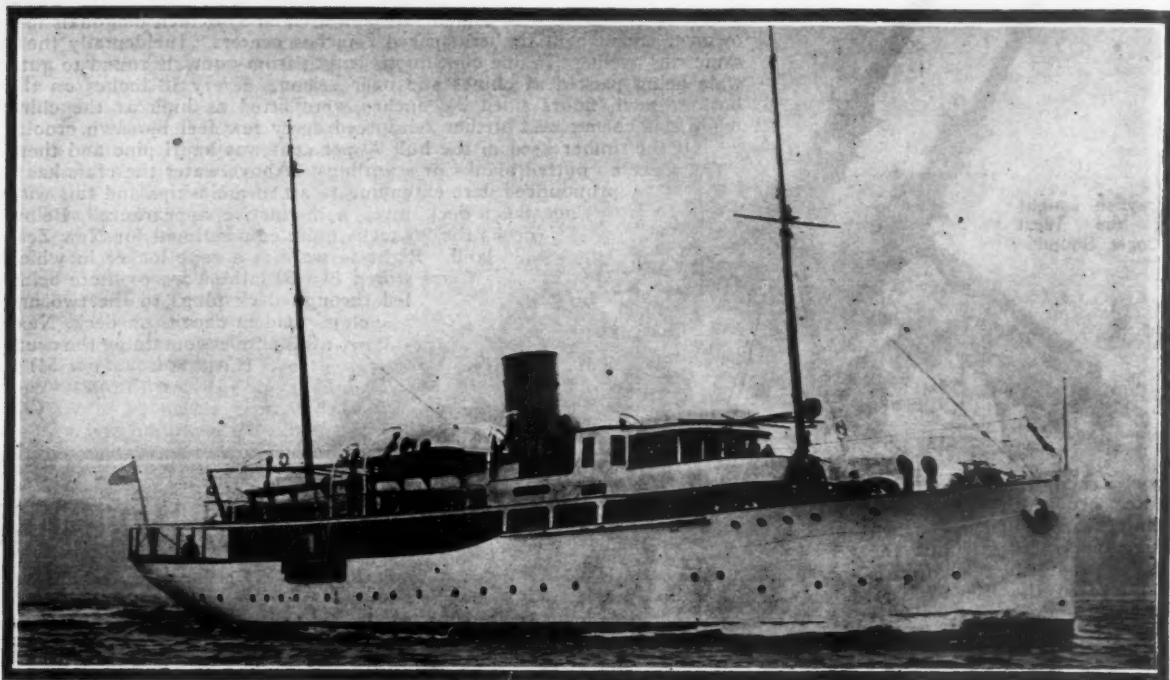
(Continued on Page 54)

New Zealand and while en route, provisions and water being scarce Paikea pushed Ruamano overboard but the latter straddled a swordfish and steered the fish to New Zealand landing there safely. Another and not quite so picturesque a story has it that Ruamano was a fish that swam ahead of Paikea's canoe guiding him to these Islands. The foundation for the latter legend is evident in the so-called Pilot fish. This is a curious creature from a few to six or nine inches long which is invariably found hanging on to the big swordfish and mako sharks caught in New Zealand waters. This pilot fish secures itself to the back of its much larger confere by means of a sucker and considerable force is needed to dislodge it.

In many respects Ruamano is a remarkable craft. Though but 43 feet overall she has 11 feet 4 inches beam and displaces eleven tons in light condition. She is unballasted. Built to the concave convex design (patented by her builders in 1912) she is an ideal combination of seaworthiness, dryness, speed and a quality which for want of a better word one will call sea easiness. She is marvelously steady in a seaway and withall does not roll or pitch excessively or bring up jarringly. Though quick before a big following sea she can easily be handled and kept steadily on her course. This is perhaps, a deal to claim for her but every word is justified. The construction of the hull is a good deal heavier than is usual here.

Cascades at Milford Sound.
Note size of cruiser at
bottom





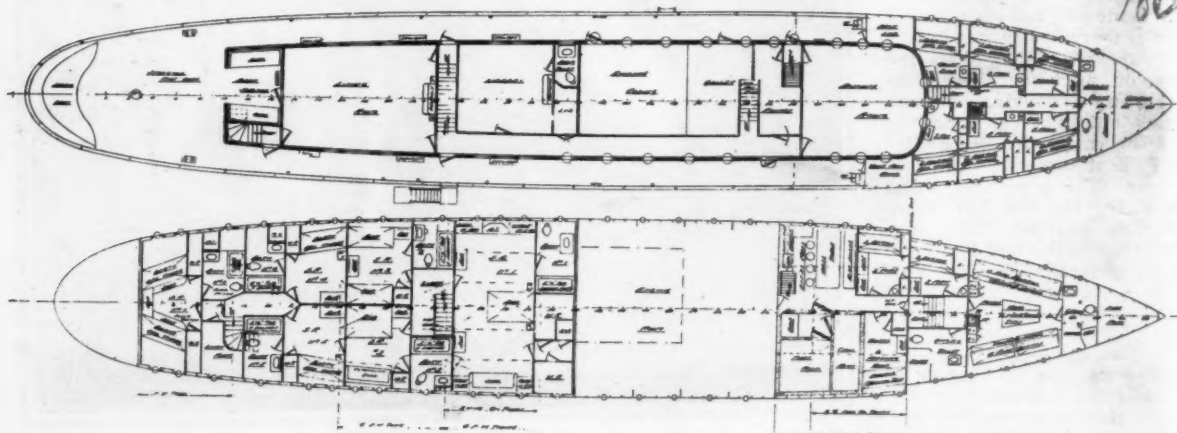
Outboard profile of the new 170 foot Diesel yacht

The Sea Going Diesel Yacht JEZEBEL

A NEW Diesel yacht of 170 feet length, just completed and delivered to its owner, Thomas L. Chadbourne, from designs by Cox & Stevens, the New York naval architects, has taken its place with the many fine yachts built this year. This boat was arranged for the particular convenience of the owner, and includes certain definite and practical requirements, which are the result of his many years' experience in yachting. The boat was made 170 feet in length, with a beam of 27 feet, and a draft of 11. It is particularly adapted for any deep sea work, and well suited to general coastwise

work. The hull had been built with a very heavy displacement, so as to produce an essentially seaworthy craft, and one with an attractive appearance as well.

The design in general is quite similar to some of the other modern Diesel yachts designed by this same firm, and combines many of the best features of such vessels as Ohio, Oceanus and Caritas. She has a raised fore-castle, with a high seagoing bow. The sheer line is broken by a graceful curve just forward of the stack, dropping down at that point to the main rail height. She has ample freeboard and an (Continued on page 100)



Arrangement of the main and cabin decks which show the ample accommodations provided on the boat

Ruined Cities

Rare Birds

and Common Crocodiles

Lost in Delirium Tremens

By
Gregory
Mason

Part Two

CAPTAIN GOUGH sailed from Chinchorro Bank at two o'clock, while we could still see the shining head of every nail which held up the blue roof of night.

The sun came up as a fiery frame for the dark silhouette of a graceful barkentine. I chanted:

*"If he had seen a barkentine
Beating off a blowy head,
Or, all a-sheen, a brigantine,
Full and free by trade-wind sped—
How could Fulton have dared to dream of steam?"*

"Or any fool of gasoline," Spinden tailed on to my

song, "t's hard enough to roll, I ween, but pois'ning me with kerosine is ultimate insult marine."

At six o'clock we were off the light on Punta Herrero, and an hour and a quarter later were off Fupar Point, the northern boundary of Espiritu Santo Bay.

Jake, the ebony cook, laid out grape fruit, oatmeal and fried stilts—a kind of shore-bird on the see-sawing engine-house top. Spinden confined himself to coffee. But with the low coast of Yucatan creeping out on the westward blue like a joyous green snake he kept his morale. When Griscom and McClurg tried to shake it with insalubrious remarks over-graphically phrased he withered them with his penetrating refrain:

"As the sun gets hotter, the birds got rotter—as the



Griscom and Ascension Bay birds including new species of reddish egret and boat billed heron



Looking forward on the schooner Albert. Note drums of reserve fuel

sun gets hotter, the birds get rotter,"—as the sun...etc.

At ten o'clock (there are no bells on this informal old trader) we anchored half a mile south of the lighthouse on Allen Point which guards the northern and deeper entrance into Ascension Bay, the middle of this desolate expanse of water being blocked by a group of mangrove islands called Culebra Keys.

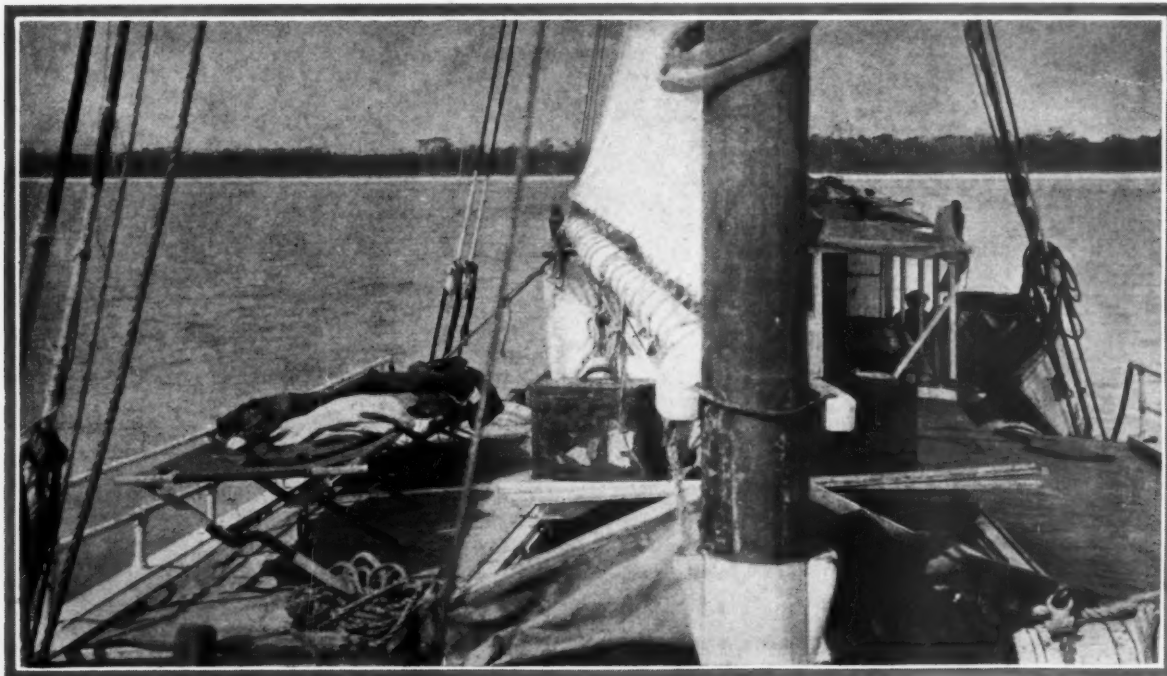
The lighthouse is a mere shack, the light is a lantern raised each night by a rope to the top of a steel girder like a rib torn out of a New York skyscraper.

Ascension Bay was one of the attractions which led to the formation of this expedition, the head of this bay being shown on maps and charts in the fascinating wavy lines which mean, unexplored territory. But the light-keeper protested that we could not enter because the authorities of Payo Obispo had neglected to mention this bay specifically in our papers although they had written down that we should be permitted to visit every port between Payo Obispo and Cozumel Island. A bottle of rum fixed everything, however; that and our signing a protest affirming that we had been forced in here by engine trouble and shortage of water.

McClurg, Spinden and I took the larger tender about eight miles to Vigia Chica, a town of a dozen inhabitants we found, although the light-keeper had put its population at two. Here we got a pilot, one Pedro Moguel, who returned with us to bring the schooner up to Vigia.

Spinden and I went inland about forty miles to Santa Cruz de Bravo, capital of the independent Maya Indians of Quintana Roo, and the drunkenest town it has ever been my lot to stay sober in. The Indian chief, General May, would not confirm the report which we had heard at Payo Obispo of a ruined city northwestwards from Ascension Bay, but he gave us permission to look for it or other ruins. That was enough, and we returned to the schooner, elated by the conviction that the Indians who had turned back so many previous explorers were—for the time-being at least, in a rather friendly frame of mind toward us.

Meanwhile our companions had been very active. Our Hydrographer, McClurg, determined to define those wavy lines on the chart, had taken the schooner some twelve miles toward the head of the bay from Vigia, toward which elusive head McClurg found a considerable current running—interesting in view of the Indian



Spinden slept on deck and was usually too sea sick to remove his cot promptly in the morning

tradition that a series of lagoons connected this bay with Chetumal Bay, some fifty miles to the southwest by bee route. McClurg studied the shore line, took soundings, etc., and then returned, for the time being, to Vigia because of pre-arrangement with Spinden and me.

He had, however, fairly well covered the charted northern side of Ascension Bay and found that so far as indicated depths is concerned U. S. Navy chart, number 1380, is surprisingly accurate, considering that it is based on soundings made by a British war vessel in 1839. Where the chart errs it is generally on the side of caution; we have found that several spots have a little more water than is shown on paper. Certainly I should not have supposed that (as we have found) a depth of eight feet can be carried to within less than half a mile of Vigia Chico, the last soundings on the chart indicating only eight and nine feet a mile offshore. Several of the boats I rejected for this trip on account of their depth could have come here, the lovely yawl Tigress, for instance, and the schooner Quita, which George Woodward, Jr., was crazy to have me take.

The buoys which are sprinkled rather generously on the chart are today non-existent. And the "Fishing huts (large & conspicuous)" which the chart offers as a landmark north of Vigia seem to have crumbled away.

Even before Spinden and I went up into the bush for our pow-wow with convivial Indians, Griscom had scored again by a visit to Culebra Keys. In the vast rookeries which cover these islands he discovered two new subspecies, a reddish egret and a boat-billed heron. With the oriole of Ambergris Key and the flycatcher of Chinchorro Bank, this makes four new species already for our bird man, and he is hardly more delighted than the rest of us.

When Griscom announced he would return to these rookeries to get further specimens McClurg, Whiting and I elected to accompany him and postpone further exploration of the bay. We left Spinden deep in the ramifications of Maya astronomy. We were obliged to take the detested Delirium Tremens, that dervish of a boat. The good old Imp, stable if sponge-like, was being used to carry water (no pun intended). Before many hours we were to regret this from the bottom of our hearts.

This is how it happened. From the schooner anchored off Vigia Chico we laid a course for the westernmost and



Mexican light at the mouth of Ascension Bay. The light is hauled to the top of a steel shaft



The day we sailed from Belize. Those in helmets are Mc Clurg, Griscom, Spinden and Whiting



McClurg in Imp, a better boat than Delirium Tremens, though her bottom was as soft as a sponge



We left Spinden in the schooner's hold working on the calendar of the old Mayas

nearest key, a low, blue blotch from Albert's deck, but invisible from the dink till the little Johnson had putted her along a mile or so.

After nearly two hours of running we were off a sand bar at the end of the island, a bar which was black with cormorants. All down the northern side of the key we found the branches of mangroves bent with the weight of the birds, arrayed in clusters like great dark fruit, and the more conspicuous for the foliage they had white-washed about them.

Between this key and the next is a morass of mud and lime sand. In the trees on the second key at the far edge of this morass is a village of egrets, and beyond it is the colony of roseate spoonbills—which Griscom particularly wanted to raid. But after Whiting had extricated me with difficulty from a quicksand we decided to

try for them from the other side of the islet. Alas, on that side, also, the canny birds had availed themselves of the protection of quicksands. So, after McClurg had shot a boat-billed heron, we unlimbered our movie cameras on a second colony of reddish egrets.

When we had taken all the photographs we wanted Griscom said he would like to get one more skin. Now, although these birds were almost near enough to be killed with stones, they were perched over the very thickest part of the mangrove.

"Push around that little bay and see if we cannot pot a straggler where we won't lose him," directed the ornithologist.

"We've lost an oar," explained Whiting.

"We may need it," I said, "pole her back the way we came."

"We've got an engine," urged McClurg, "Now that we're here let's get the bird and then go after the oar; it may be way around the island."

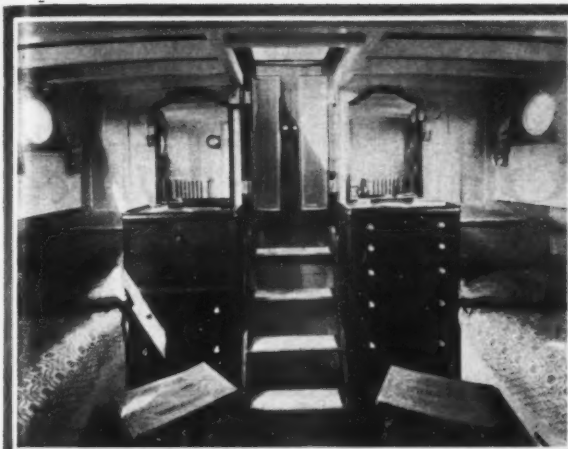
"No, I bet we lost it right over there where you shot this heron," said the junior member of the expedition.

"Yes, let's look for it now," said Grimson, "we may need it yet."

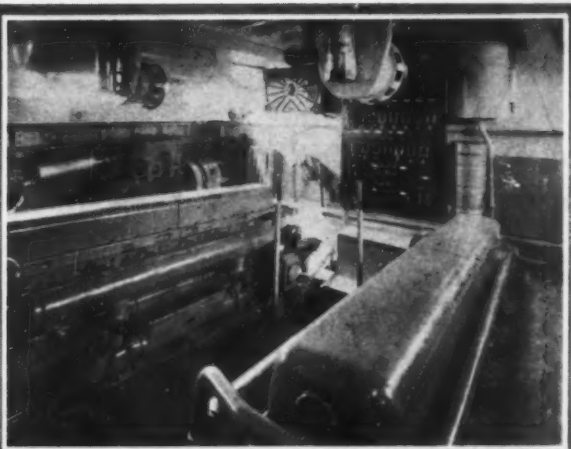
Just as we had crossed the shoal channel and were pushing our bow through the thick branches, I saw an egret alighting on an outer branch of the clump we had left. If shot there he ought to fall where we could easily reach him.

"Look out, fellows," I cried, and shot, like an utter fool, with the end of my gun not two feet from Griscom's right ear.

The poor chap thought that his ear drum had been broken. He said he could hear nothing on that side. I was plunged into depths of dejection at my criminal stupidity, realizing that the "I-didn't-know-it-was-loaded" jackass was only one degree worse than I, realizing how futile was my regret. McClurg and Whiting cursed me for the idiot I was, then we sat there in the gloom for an awful minute, while Griscom (Continued on page 108)



Interior of the owners quarters aft, which can be entered from the cockpit or a side entrance. These consist of a double stateroom with two guests staterooms. The berths in these by a clever arrangement are so fixed that the room can be divided into two independent parts should it be desirable. Each of these staterooms has a small wash basin, bureau and locker while the owner's room is similarly equipped

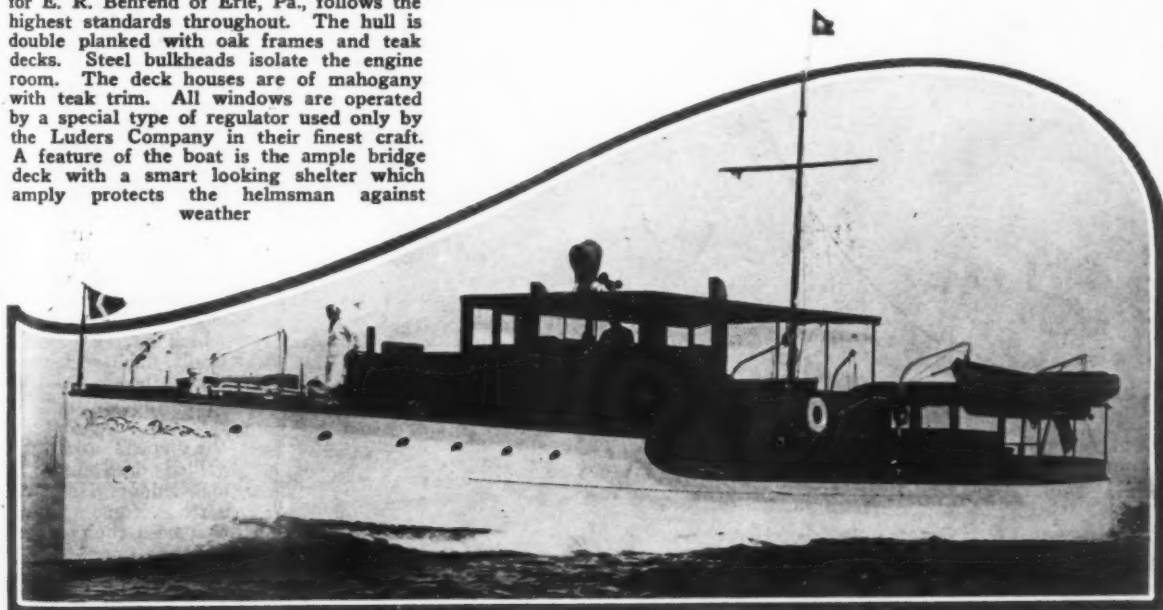


In the engine room are the two six cylinder Sterling Coast Guard engines. These develop 225 h.p. each at 1200 revolutions which are able to drive this boat in excess of 18 miles. A Winton generating set supplies power to handle the windlass, Frigidaire machine and numerous other electrical accessories, many of which are in the galley. The fuel for the cook stoves is bottled Protane gas well suited to this service

AMIDA, A Speedy Yacht

*Twin Screw Eighty-One Foot Craft of Exceptional
Seaworthiness and Speed Built by Luders*

The construction of Amida, which was built for E. R. Behrend of Erie, Pa., follows the highest standards throughout. The hull is double planked with oak frames and teak decks. Steel bulkheads isolate the engine room. The deck houses are of mahogany with teak trim. All windows are operated by a special type of regulator used only by the Luders Company in their finest craft. A feature of the boat is the ample bridge deck with a smart looking shelter which amply protects the helmsman against weather



AVALANCHE

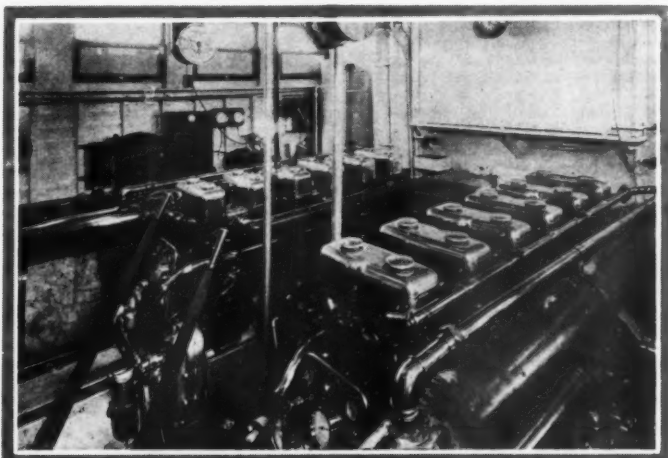
Craft of Graceful Lines

Powerful Gasoline Engined Cruiser of Almost 100 Foot Length, and Designed to Be Driven at Seventeen Miles Speed

THE gasoline engined cruising yacht Avalanche which Anson W. Hard recently added to the fleet of the New York Yacht Club, was designed and built for him by the Consolidated Shipbuilding Corporation of Morris Heights, New York. There's an unmistakable beauty in her lines and the careful execution of details throughout the whole vessel is apparent. The close supervision of the builders plus their experience, which covers a period of nearly half a century, finds expression wherever one cares to look.

The boat has been kept just within the 100 foot classification since her length is 99 feet 11 inches. The beam is 16 feet, with a draft of only 4 feet.

The hull is of the raised deck type, double planked cedar. Unlike the great majority of boats Avalanche is painted black with cove, scroll and port light rims gold leafed. The deckhouse, cabin sides, rails and covering board are of teak finished in its natural color. The main deck is flush and serves as a promenade



The installation of two 300 h.p. Speedway gasoline engines which drive Avalanche



Spacious after deck of the cruiser showing the comfort and ease possible on a boat of this size

deck when the small boats are swung outboard. An 18-foot Speedway Yacht Tender serves as the starboard launch and a 12-foot rowing boat for the crew.

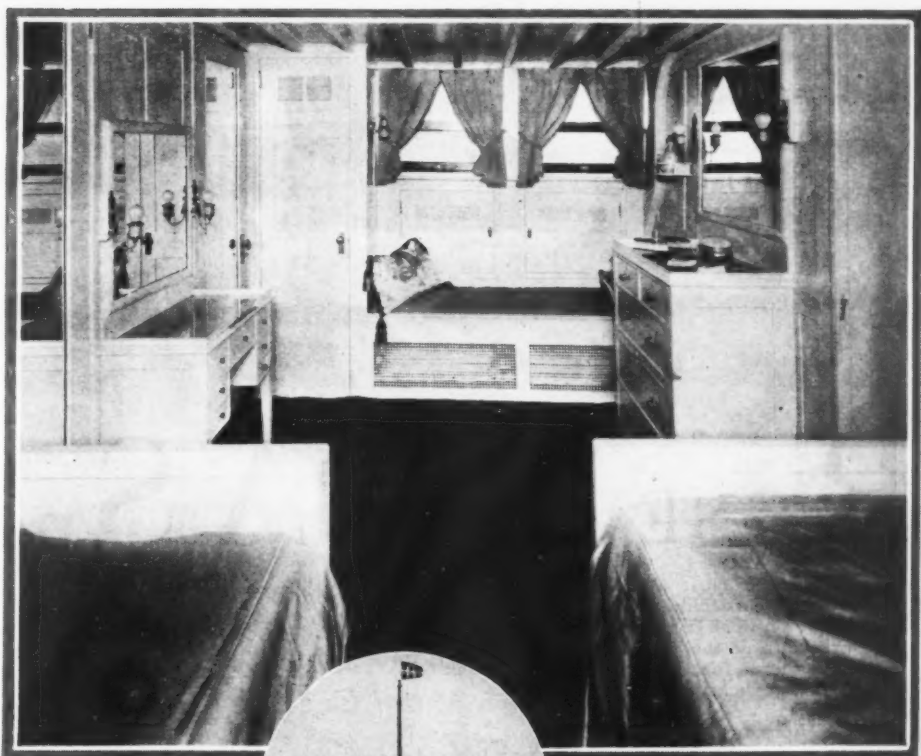
One of the unique features is the deckhouse which is finished in panelled teak waxed. At the after end a large solid teak buffet is installed. The dining room table and chairs are also of teak. The treatment of radiators in this room as well as in the owner's quarters is pleasing, none of which are exposed. Grills, flush with the deck house sides hide the unsightly radiator. Below in the owner's quarters grilled bottoms in locker doors and seat berth fronts lend charm in their camouflage.

Entrance to the owner's quarters is a companionway at the after end of the

cabin trunk, leading to a neatly arranged lobby. A seat with Pullman berth back is installed on the starboard side with gun rack, book cases and desk on the port side. Passageway forward leads to owner's double stateroom, which includes twin beds, bureaus, dressing table, built-in seat, lockers and wardrobes. Entrance door on port side forward leads to bath, splendidly arranged and equipped. Following next aft are three guest rooms with separate bath. The interiors of the after quarters are finished in French gray; draperies, hangings, carpets and cushion coverings selected to match.

There are two entrance hatches for-

Interior of the owner's stateroom; note particularly how bright and cheerful this is on account of the light finish



Photographs by M. Rosenfeld

The hull of Avalanche is painted black trimmed in teak with a white stack and weather cloths

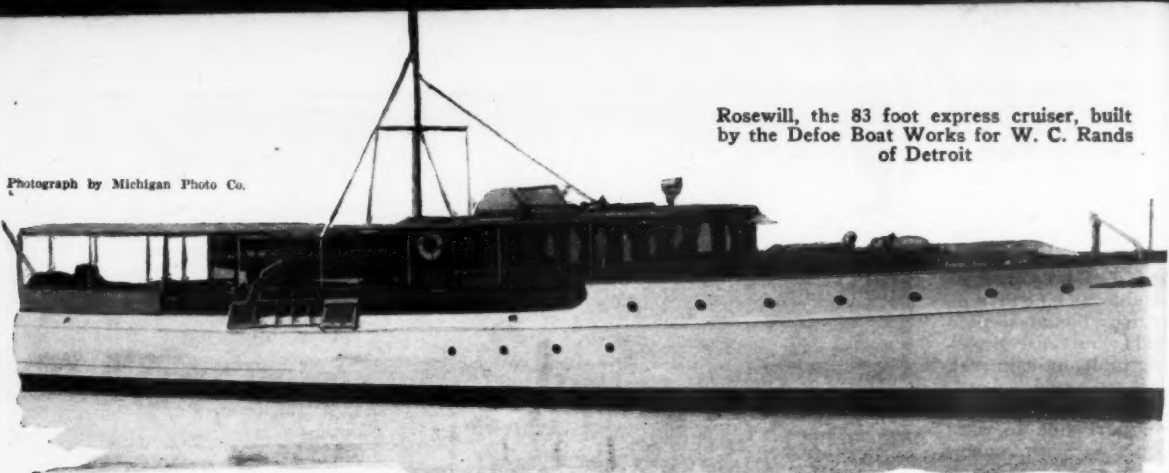
ward to the crew's quarters; hatch in the fore-castle head and a companionway on the port side of the bridge, leading down to galley, arrangement of which is along conventional lines. Speedway oil burning range, garbage chute, chef and butler sinks, electric refrigerator, cutting and mixing boards, dish, pie and cake racks. Captain and Engineer are provided with individual rooms, with crew quarters forward.

The engine room, naturally bears a word of description. Here we find a large well ventilated room enclosed at both ends by steel water tight bulkheads. Entrance hatch leads through stack to main deck. Two 300 h.p. Speedway Engines, 7 inch bore by 8½ inch stroke. These motors are designed by the Consolidated for use in cruisers, day cruisers, and commuters of the heavier type. Avalanche has a cruising speed of 17 miles per hour.



In the forward deck house is found the dining saloon with teak trim and furniture

Photograph by Michigan Photo Co.



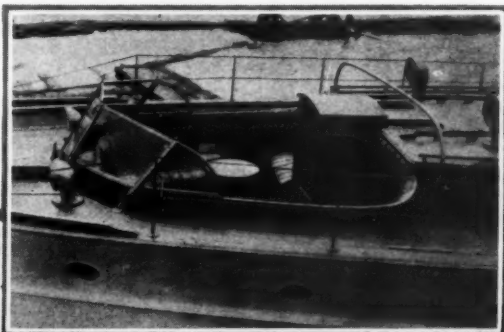
Rosewill, the 83 foot express cruiser, built by the Defoe Boat Works for W. C. Rands of Detroit

ROSEWILL—A Speedster

ONE of the most attractive boats built by the Defoe Boat & Motor Works during the past summer, is the 83 foot high speed cruising yacht Rosewill, which was designed by Hacker & Fermann of Detroit, for W. C. Rands. This boat has many novel and attractive features, one of the principal ones being the large forward cockpit, with its artistic windshield. The bridge is within an enclosed pilot house, and is also thoroughly protected by an enclosure, while a third

*A Smart 83-Foot Cruising Vessel
Designed by Hacker & Fermann
and Powered with Two Big Packard Engines*

The cozy forward cockpit, with its artistic windshield, is one of the features of the boat



windshield is provided to protect the after deck.

At the present time she is equipped with two large Packard marine engines of 600 h.p. each, which are ultimately to be replaced with a more powerful pair of engines by the same builder, designed to develop 800 h.p. each.

She is provided with Goodrich Cutless rubber bearings on the outboard ends of the shafts and carries Hyde propellers to drive her. A little Universal generating set is carried.



Interior of the dining room looking forward into the galley

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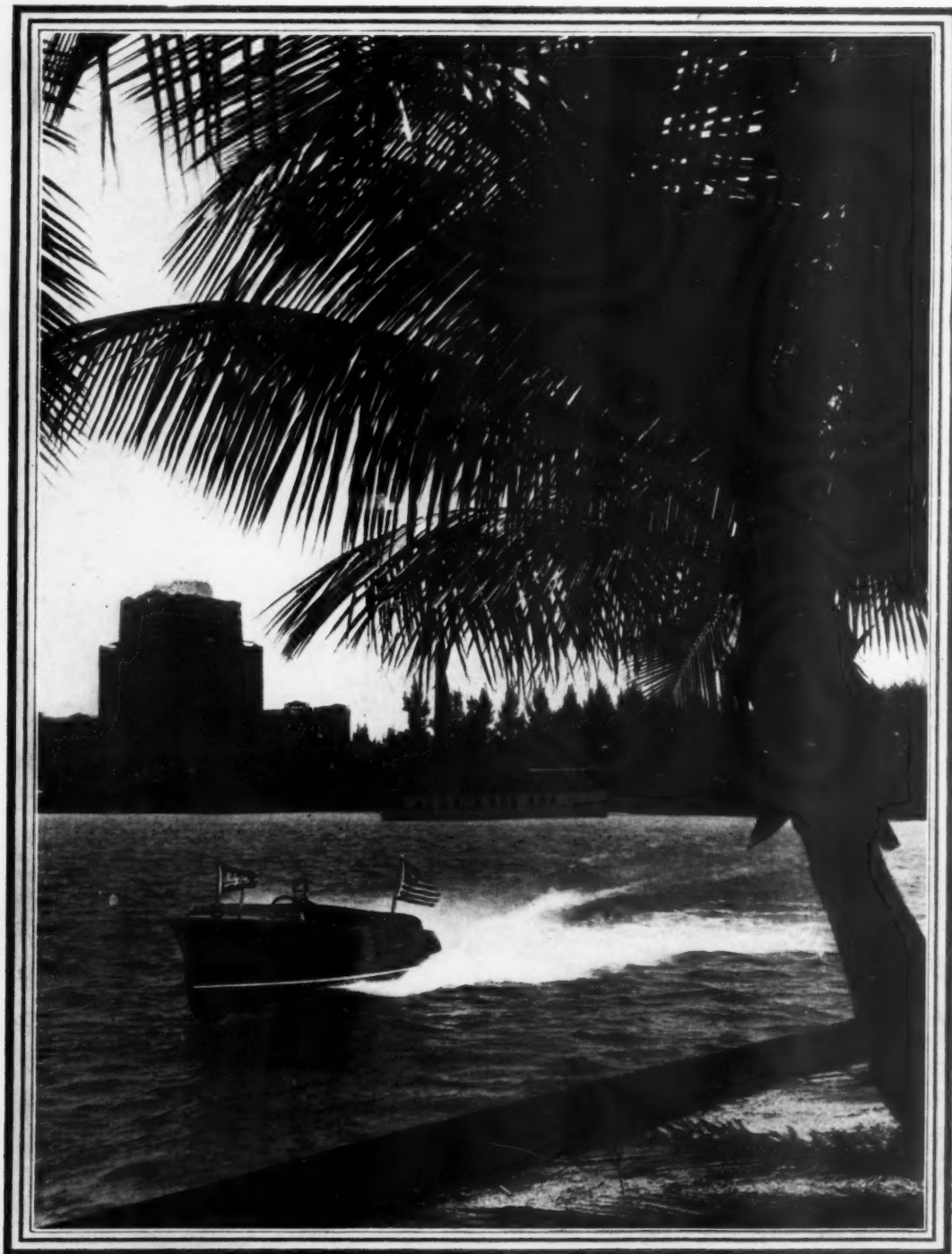
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Photograph by M. Horenfeld



A Baby Gar Junior, the new 26-foot Gar Wood stock runabout, stepping along at a 38-mile an hour clip on Biscayne Bay, Miami, Beach, Fla.

GAR WOOD

Producer of Boats

*Announcement of The New
Baby Gar, Jr., A Twenty-Six
Foot Everybody's Runabout*

*By Charles F. Chapman
Editor of MoToR BoatinG*

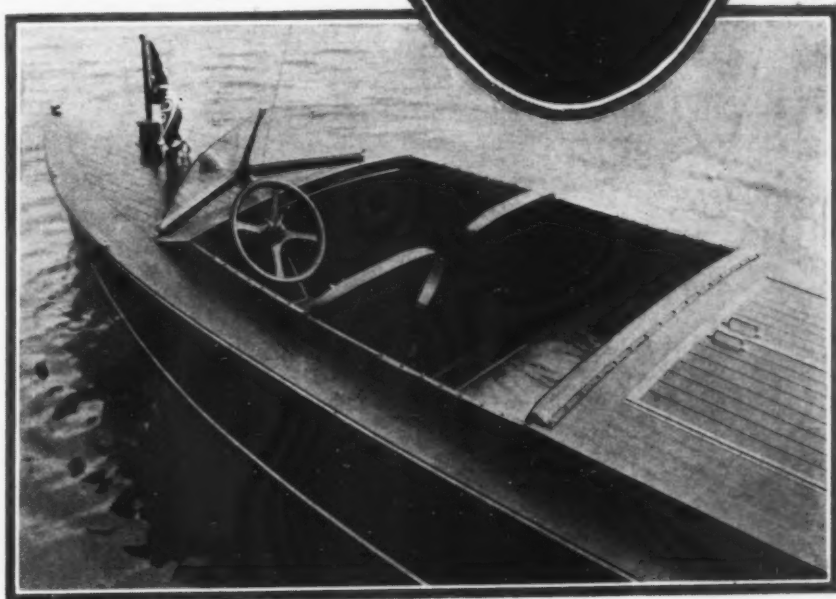
Photographs by
M. Rosenfeld

A FEW years ago I was cruising with Commodore Gar Wood on Lake Superior. A party of us were aboard his 40 mile express cruiser Gar Jr. bound from Detroit to Duluth, Minnesota. While Commodore Wood uses his boats for trips, totalling thousands of miles every year, yet he seldom cruises leisurely. He is generally in a hurry to get somewhere. When the Commodore is in a hurry, his speed is anywhere from 40 to 80 miles an hour. But as Commodore Wood's first love for the water was obtained on Lake Superior many years ago in a 6 mile an hour single lugger, which could not traverse the length of this Lake in one entire yachting season, thus making it impossible for him to do much exploring in his boyhood days, he decided to make this particular cruise, one of leisure.

The plans were to spend an entire week cruising along the north shore of Superior from the Soo to Duluth, visiting every port of any size and exploring the many hundreds of harbors and bays along this coastline.

Those who are familiar with the north shore of Lake Superior know that no more beautiful nor wilder spot exists on any waterway in this country. The distance between the two cities on the east and west ends of the lake by this shore line is perhaps 700 miles. The topography is bold and rugged. The hills and cliffs come down into the water at a 60 degree angle. There are no cities. The towns and villages are few, sometimes a hundred miles apart. But the harbors, bays and basins between the hills and rocks are numerous. One can make the bow of his boat fast to a tree and have 100 feet of water under the stern. The natives living along this shore line are perhaps fewer than the bays and harbors. In an ordinary boat, one could sail close to the shore for days at a time without sighting a person on land. When afloat one is literally out of touch with the world. After being there for a couple of days he has just this feeling and what a grand and glorious feeling it is.

Gar Wood himself, successful business man, who by his experiments and development work has brought the runabout to a state of perfection



A glimpse of the seating arrangement and forward cockpit in the new 26 foot Baby Gar Jr.

So on this cruise, it was planned to explore—to run into hundreds of those natural harbors, for a few minutes or an hour or for over night, just as the fancy willed. We were positive that in 90 per cent of these nooks into which Gar Jr. poked her bow, a motor craft had never before sailed. It was virgin water.

What happened? Our first stop was in a particularly secluded basin, almost entirely surrounded by high hills and rocks with an opening to the main lake hardly wide enough to let the trim express cruiser sail through without touching each side. No town or houses were visible, simply a narrow trail among the rocks winding down to the water's edge.

We tied up for lunch near the end of this trail firmly convinced that aside from ourselves there was no living soul within miles and miles. A flock of baby wild ducks, so tame because they had never before seen a motor craft, swam alongside Gar Jr. and felt perfectly at home while lunch was prepared.

Soon everyone aboard was astonished to see the form of a person wending his way down the trail toward the spot where the boat was moored. He came cautiously and slowly. Not far behind another person appeared and then another until there were six or eight altogether. As they reached a point nearer the boat they stopped and conversed in low, yet excited tones. They proceeded a little closer and huddled again. It was not difficult to see that all were intensely interested in us and the boat. They soon came quite close alongside, always talking softly among themselves. They were timid and bashful. If we interrupted our routine to watch or call attention to them, they were embarrassed. Finally the silence of one could be held no longer and he hesitatingly asked "Isn't this Gar Wood's boat?"

When the reply "yes" was given, some of them became slightly more bold and said "We knew him and the boat when we saw them a mile off shore." "We know all his boats." "We know about this boat racing the train from Florida to New York."

And this experience which happened to us in this first harbor was no different than that which took place in fifty or more similar places where we explored during the cruise along the north shore of Lake Superior. Everytime we were in some beautiful picturesque out of the way spot, where we believed we were a hundred miles from the nearest town or settlement people would come from somewhere, from nowhere, down out of the hills and rocks and stand and gaze in astonishment and sometimes utter bewilderment at our boat. They would ask questions about details but *always they knew Gar Wood and his boats*, often much more about the latter than I do.

We were told over and over again that ours was the first boat to ever come into a particular harbor and often that ours was the first motor craft that they had ever laid eyes upon. But always the same story; that they knew about Gar Wood.

It was a source of great astonishment to all on board. As yet, I have never been able to solve the question as how these people, generally miles from civilization, with no newspapers, no railroads, nor even roads, could be so well informed about Gar Wood and his boats. They were people with little education, but much knowledge, and with a dialect of their own which often made them hard to understand. Yet they had the facts. It was wonderful.

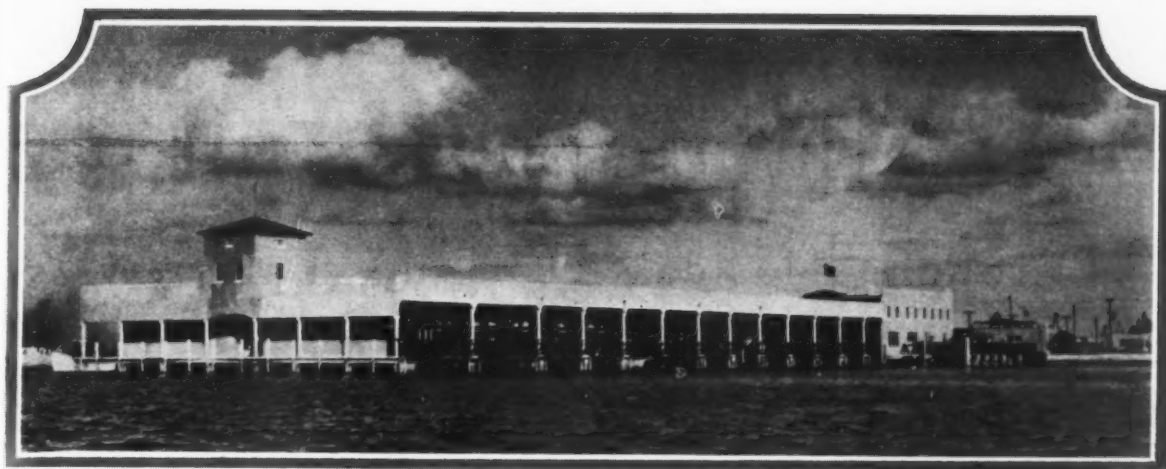
Again this summer, when I was in England racing for the Duke of York Trophy, the first question that was invariably asked of us was "How's Gar Wood, tell us more of his boats." But we were able to give them little real news or information as they knew it all.

After all, is it strange that everyone knows Gar Wood or at least of Gar Wood and Gar Wood boats? He has been in the national limelight so long, has accomplished so much that is constructively good, that it really is not strange, at all.

So when the announcement is made, the first big announcement of this new year, that Gar Wood is bringing out a new stock runabout, (Continued on page 152)



The Baby Gar Jr. underway. Eight people aboard and room for more



The new boat wells, and supply station at Miami Beach, Fla.

Miami Beach Boat Slips

Interesting and Complete Facilities Provided for the Care and Maintenance of Many Fine Yachts in the South

By R. M. Monroe

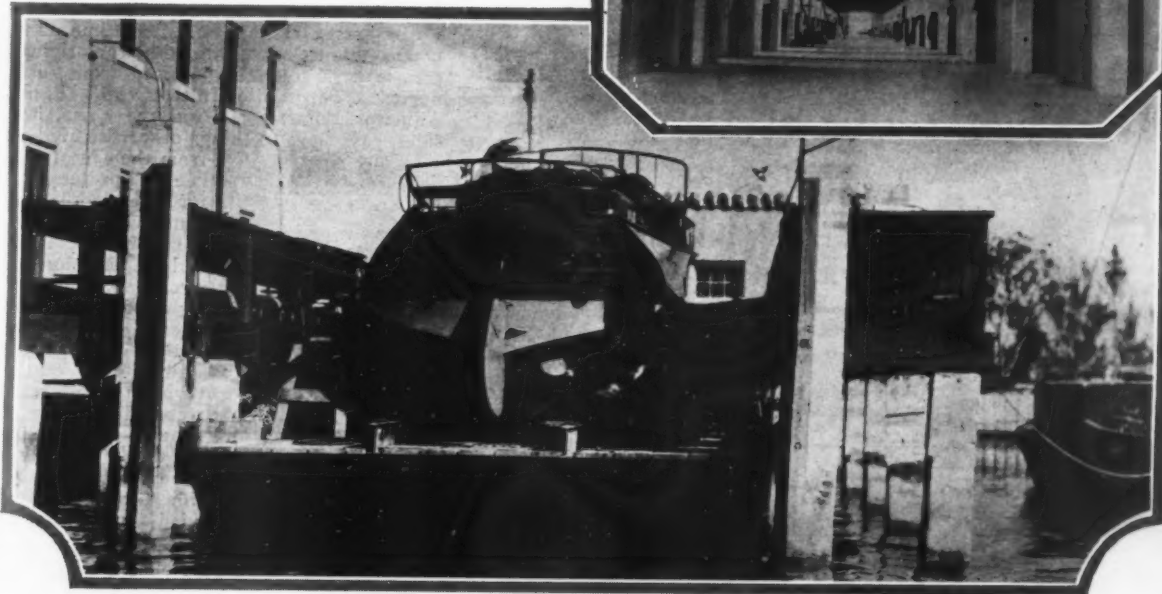
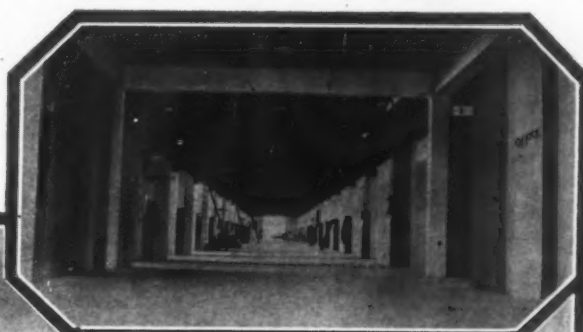
IT is the efficient, no less than the extensive or elaborate, that attracts and holds interest usually, and boat houses are no exception to the rule.

Quite in keeping with the high degree of perfection reached by all branches of aquatic sport in tropical waters adjacent to Miami are the Carl G. Fisher boat slips recently completed and put into service at Miami Beach.

Owned and operated by the company bearing the name of the man who long since came to be known as, the father of

The covered corridor which leads to the boat slips at the end of the pier

the Beach, the new plant represents a total expenditure of close to a quarter of a million dollars; and E. V. Webb, its manager, is ready to (Continued on page 122)



The dry dock which can lift a 75 foot cruiser in a few minutes' time

From the Atlantic to the Gulf Through Florida's Inland Waterways

*Adventures of the Amateur Sailors
Thus Far Have Been on Regularly
Used Waterways—They Are Now in
the Midst of the Ocklawaha River
Where No Small Boat Has Been Before*

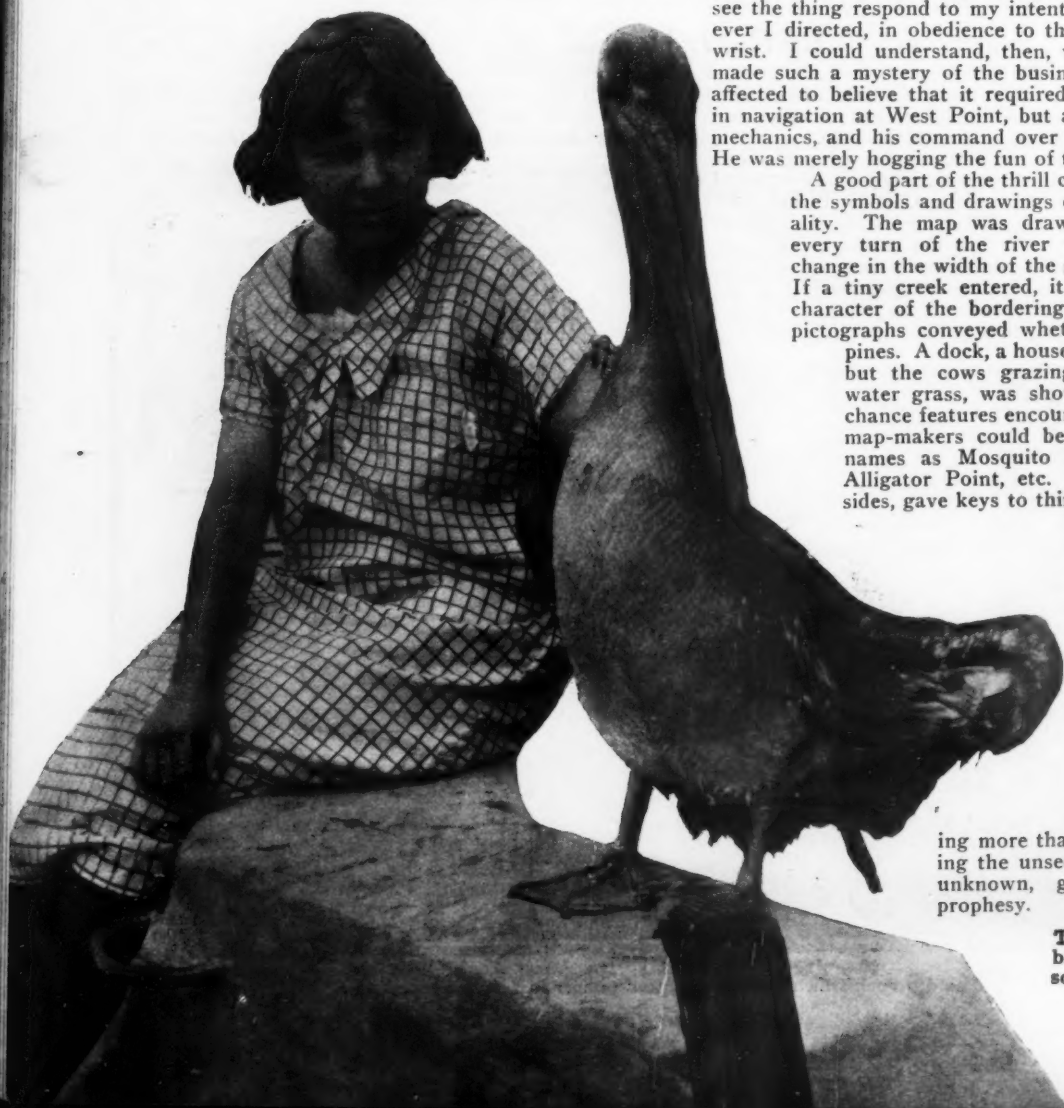
By Boyd Fisher
Part 3

I T was well up the St. John's River, early next morning that I took my first try at steering a motor boat. Stringfellow turned the wheel over to me for a few minutes, and I hung onto it all day. It was fascinating. At first, it was as embarrassing as a fond papa's first attempt to push a baby carriage. But as soon as I got the feel of it, and learned to calculate how soon the nose of the craft would point in a new direction after I turned the steering wheel, and just how big an arc I had to describe with the wheel to produce a desired swing of the stern, my self-confidence grew. It was thrilling to see the thing respond to my intentions, taking us wherever I directed, in obedience to the merest twist of my wrist. I could understand, then, why the Captain had made such a mystery of the business, and why he had affected to believe that it required not only his course in navigation at West Point, but all his native gift for mechanics, and his command over men, to steer a boat. He was merely hogging the fun of the trip.

A good part of the thrill came from translating the symbols and drawings on the chart to actuality. The map was drawn to a large scale; every turn of the river was pictured, every change in the width of the stream was indicated. If a tiny creek entered, it was marked; if the character of the bordering vegetation changed, pictographs conveyed whether it was palms or pines. A dock, a house, a bluff,—everything but the cows grazing belly deep in the water grass, was shown. Sometimes, the chance features encountered by the original map-makers could be inferred from such names as Mosquito Inlet, Crow's Bluff, Alligator Point, etc. And the chart, besides, gave keys to things otherwise hidden from the eye of the mere passenger; for the depths of water were indicated every few feet, and the direction of streams beyond the sight of their confluence, and the outline of ponds visible but vaguely through the trees were all expressly shown. It gave one the sense of know-

ing more than the crowd, of seeing the unseeable, foreseeing the unknown, guided by a sure prophesy.

This pelican made our boat his roosting place so long as we remained in Leesburg



As soon as I grew accustomed to scaling the chart; that is, judging in terms of minutes of travel and miles of progress, the corresponding distances on the map, I found it intensely interesting to look ahead and predict where we should be at the end of the next half hour, and the character of the country through which we are going to pass. I began to share with my fellow-passengers some of the satisfaction of this knowledge. I would announce in advance every distinctive feature.

"We'll pass Ft. Francis, on the left, in a few minutes."—

("Don't say 'left,'—say 'port side,'" corrected the severely nautical Captain.)

"A little further up we are coming to Two Brothers Islands. The greatest width of water is to the right, but the preferred channel is to the left."—

"We'll soon be at Deadman's Bend, a regular horse-shoe curve. It is going to look as if we should go straight on and avoid the big turn, because there is what appears to be a channel, but really isn't:—the water isn't deep enough. But there is a nice wooded island in the bend. You ought to be able to shoot a water turkey, there, Tom, and let us get a look at one of these birds."

By this time I had succeeded in impressing the others with the correctness of my announcements. They called me the Rubber Neck Pilot. So with the announcement of Deadman's Bend, and the wooded island, Tom got his gun and waited for the water turkey which he confidently expected to be there. Deadman's Bend did indeed shortly swing into sight, with the presumably false channel straight ahead. And there was the wooded

The snake-catcher with a rattler in full working order. Tom Duffy has a dead gopher snake, which he considered good enough for pictorial purposes



After getting within a mile of the lakes in the upper Oklahoma, we lodged fast in the dense masses of lilies



Fur trappers on the Ocklawaha. Hospitable, but believers in preparedness

The canal lock on the Ocklawaha. Captain Young, builder and dredger welcomes the first boat of the year



island. I swung the wheel sharply up for a turn hard a-port into the bend. The boat plunged on, but soon began to push its way among water hyacinths, thicker and thicker, till she came to a forced halt in a tangled mass of lilies, that choked the old channel. The chart had fooled me. Since it was drawn a line of steamers had established daily sailings to Sanford. A more direct channel had been dug, which cuts off the foolish bend, and the old channel was packed with vegetation.

I regret to report unfavorably upon Stringfellow's character, but it did not prove strong enough to resist his holding me responsible for the error of taking the wrong course. He had got us on a sand-bar all night by following the chart, but from the way he spoke of the mischance, one might suppose that I had drawn that chart, with its out-of-date information. He threatened, even, to take the wheel from me. But, a few minutes later, when we reversed and got out of the lilies, it was seen that the incident was highly fortunate, for the great side-wheel steamer, City of Jacksonville swept down stream just then, churning up a fearful wave, and using up practically all of the available channel at that point. Had we kept straight on in the new channel we should have met her head on, and should have been hard put to find room at one side, without being washed ashore, or colliding. We were all grateful for the chance to loiter in protected waters till she passed.

And Tom even got a shot at a water turkey. Missing it shut him up, too, so there was no further argument about my giving up the wheel.

On the whole, my first day's experience as a helmsman was a success, and it furnished me with great satisfaction; it is much more thrilling than handling an automobile. For one thing, the driver does not have to keep his eyes glued on the road immediately ahead; he can take in the surrounding scenery along with the passengers, carry on a conversation, and consult charts, use binoculars, and even work the bilge pump, if necessary.

I took the boat within a half mile of Sanford, when as a concession to Stringfellow's conceit of special ability, I yielded the wheel to him to put us into the yacht basin. After that, I was allowed only one brief play with the



Pulling off the bank with block and tackle. Sometimes it was impossible to make the sharp bends in the Ocklawaha without hitting and grounding

wheel. The Captain could not permit too much interference with his prerogatives. Had he realized what was ahead in the next two weeks, I think that he would have been amply willing to pass the job around among the four of us, by two-hour watches. For steering became the hardest chore of the cruise, when we turned into the Ocklawaha, half way down the St. John's on the return journey.

Before setting back, however, we had another difficulty with steering, when we tried to push further up the St.

John's above Sanford. The river is considered easily navigable for a boat of light draft for a hundred miles more,—now, perhaps, as far as Lake Poinsett, where the channel swings very close to the East Coast, and it could easily be made possible for the duck-hunting sailor as far as Lake Washington. We planned to go as far as Lake Winder, where we were told the duck were most plentiful. Beyond Sanford, however, there is no steamer service, and the channel is not beacons. The river was very high in December, and we (Continued on page 94)



Dredging a deeper Channel in the Ocklawaha Canal. To pass this dredge we had to remove our top light and whistle and tilt the boat under the side arm of the dredge



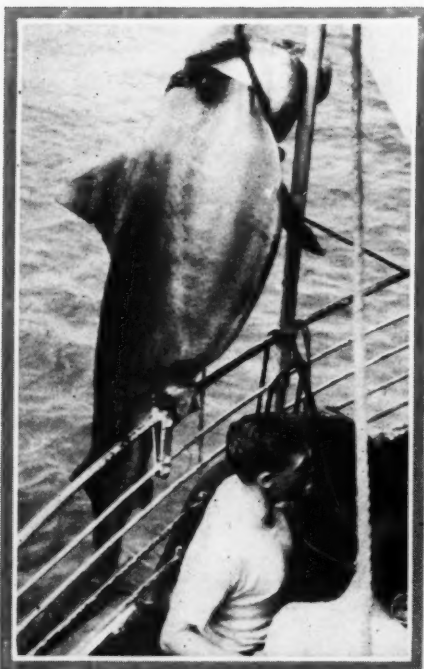
The public market at Port au Pitre in French Guadeloupe

Yachtsmen Make Winter Cruise

*Members of the United States Power Squadrons Plan
to Cover 5,000 Miles On a Voyage Through the
West Indian Islands*

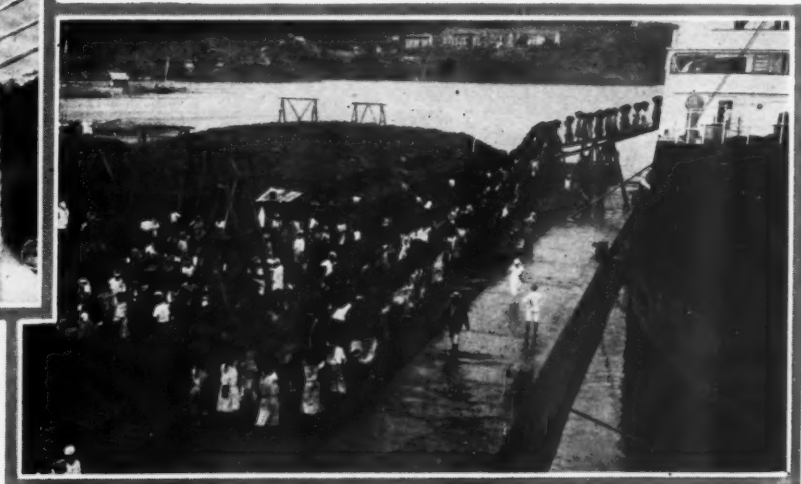
AN unusual event in yachting circles will take place during the month of March, when some twenty-five enthusiastic members of the United States Power Squadrons, Inc., set sail from New York on a cruise through the West Indies. While this journey is a little too ambitious to be undertaken in the small boats of the yachtsmen, much benefit will be derived by members of the party, who are to make the trip. The steamship *Dominica*, of the Furness-Withy line, has in effect been chartered, and the greater part of the

(Continued on page 128)



Shark caught from steamer
with a baited hook

How ships are coaled at
St. Lucia, a British port



Seeing Europe From Her Waterways

By John Anson Ford

Photographs by the Author

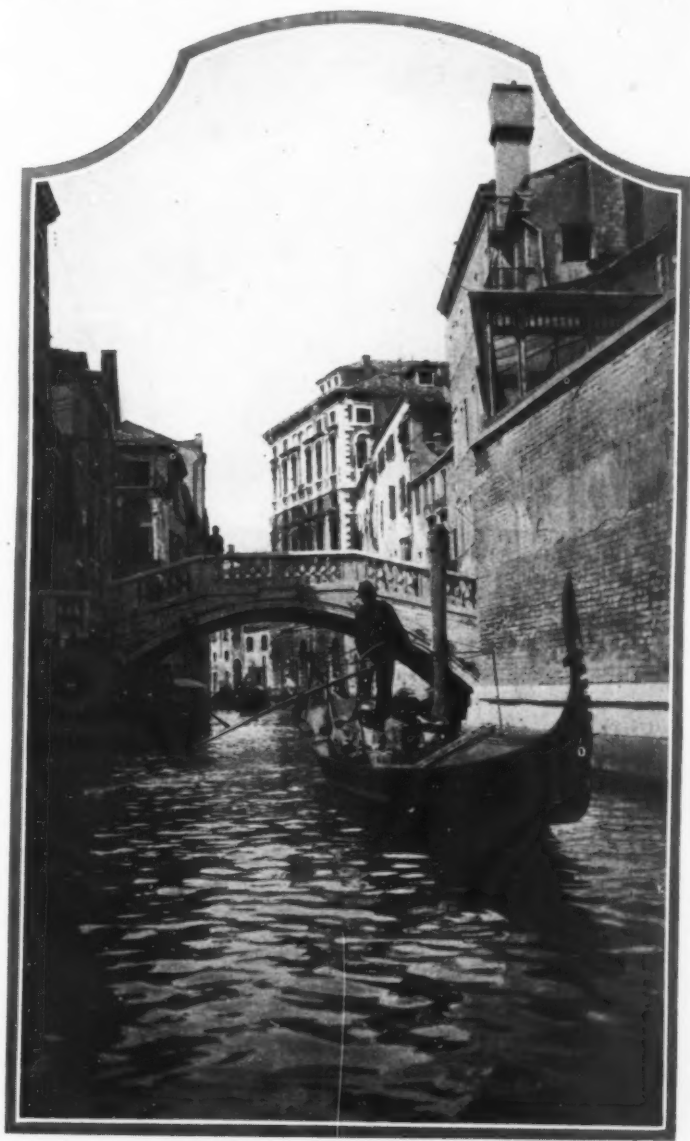
*A Tour Through Europe Shows
an Amazing Lack of Facilities
for Using Her Many Water-
ways—Enormous Outboard
Field Still Untouched*

CHARLIE PLANK is a red-blooded Englishman if there ever was one, but you would never suspect it to look at his extra dark brown skin as he stands, stripped, in the dressing room of the Rome Swimming Club's quarters which ride a bit restlessly on floats moored in the swift current of the chocolate colored Tiber. There were many things about Charlie that drew me to him. He, and his brother, are wonderful tailors, as half of the diplomatic corps of the Eternal City can testify. He knows the lore and the language of his adopted land, like the best informed native. He possesses an instinct for searching out the colorful, well managed little restaurants on side streets which tourists never see. Above all he is inordinately fond of outboard motorboating, which fact is responsible both for the amazing bronze hue of his muscular body, and also for this story.

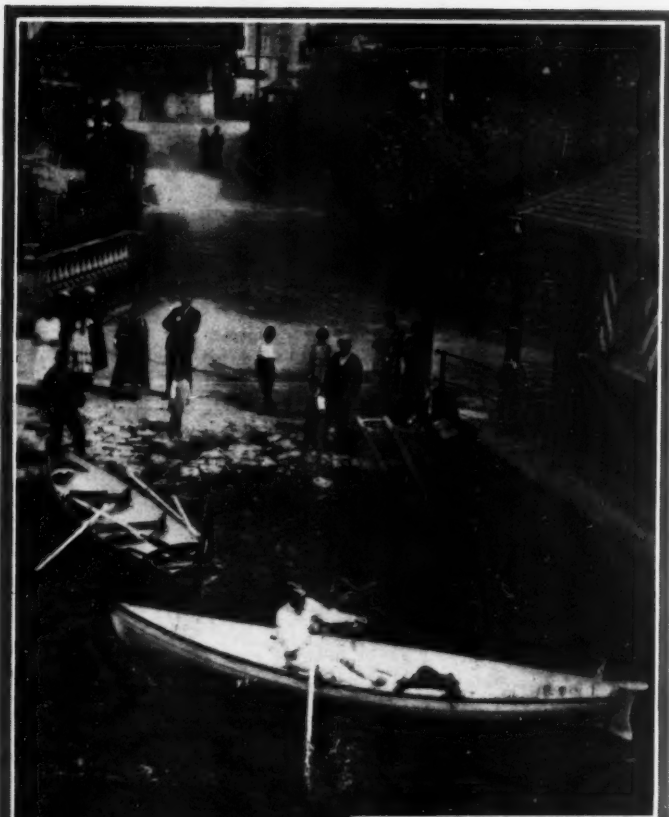
"Ford," he said when we had really gotten down to brass tacks and discovered how much we had in common, particularly with reference to motor boating, "why the devil is it that you bloody Americans with all your ingenuity, pep and cold cash, haven't waked up to one of the biggest little possibilities that lies around anywhere in the universe?"

"Go on," I said, "I'm not from Missouri but I have an inquiring mind. Hit me hard with whatever you've got."

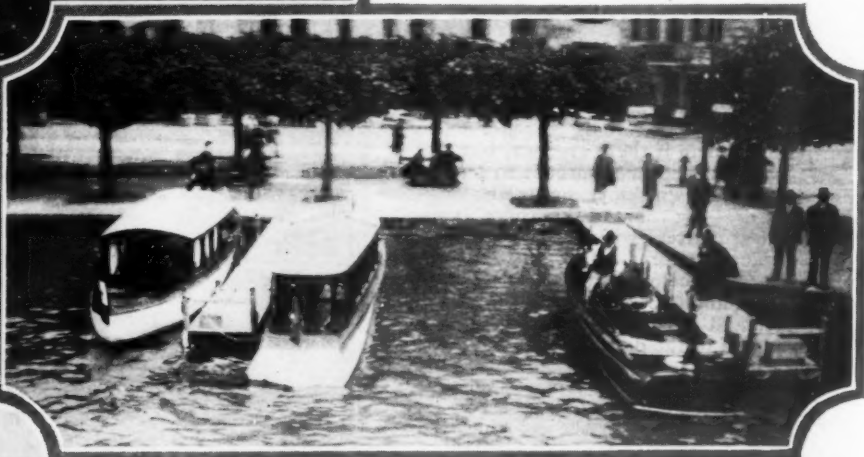
"Well, of course I'm talking about this motor boat business" he continued, smiling at my banter. "You Yankees come over here every year to the tune of about a quarter of a million folks. Your fellow countrymen have



Despite Venice's many inviting waterways it was impossible to rent a boat equipped with an outboard engine. One had to use launches or gondolas



The Lakes in Switzerland offer no boats with outboards for hire. One must row or use the passenger boats



Motorboating is very popular with patrons of the hotels in Stresa, Switzerland



Boating on the Avon—Stratford church burial place of Shakespeare in back ground

worn the sight-seeing paths in Europe so hard that they actually are rutted. Not one in a hundred travelers has had the delight of getting out onto a river or a canal and seeing the cities and rural districts from the water—which is one of the finest ways there is, inasmuch as Europe is a network of water ways.

"Why the dickens," he went on with a good natured twinkle in his eyes, "don't some of your high-powered American salesmen come over here and really get next to our ways (meaning English, Italian, German or any other country). Then they could go out and actually sell these people on light motor boats and outboard motors. I speak of these two classes especially, because Europe has to economize painfully these days. The rich enjoy the more expensive motor boats, but the middle classes, the tradesmen and the farmers have thought they must be content with oars, whether their boating is to carry their products or sightseers.

"Look at this big river here"—pointing to the brown waters beneath us, "Isn't it historic, isn't it picturesque, isn't it inviting! The current is too swift for any pleasure in rowing but I come down here twice a week. I slip into my trunks (the Romans don't go in for elaborate bathing suits) wrap a towel around my head and crank up the put-putt. It keeps me fit and I enjoy bringing my friends here. From the delight they get out of this venerable old stream I know that there are splendid unrealized possibilities in

the outboard motor field. And what is true of Rome is even more true of many other places."

Charlie Plank was absolutely right. Motor boating will never supplant land sight-seeing but beyond question it is a source of pleasure which has been all but ignored. I was the more convinced of this after Charlie did the Tiber with me, in his favorite fashion.

Next to London and Paris, Rome probably is the most visited city in Europe. The threads of history all seem to reach back to ancient Rome and the fascination of finding tangible evidences of these stirring early days is irresistible to the average American. Having been in Rome before I was fairly familiar with its historic places from the Forum to St. Paul's without the Walls, I had to admit that, as Plank had said, many of the well travelled routes of the tourist have become shop worn. It was with a genuine thrill, therefore, that we started out on the Tiber and viewed the Eternal City from a fresh angle.

Romans sharing in the banter of the Swimming Club's dressing room were quite the most unconventional and interesting Romans I have ever seen. The little street urchins who haunted the shores of this river, as they do those of every river passing through a great city, and eagerly served as anchor buoys while we made photographs or climbed crumbling stairs to get new vistas of the ancient city, were by far the handsomest lads I have ever seen. And the conventional sights themselves

(Continued on page 136)

Boating on the Tiber at Rome with Castle of St. Angelo in background



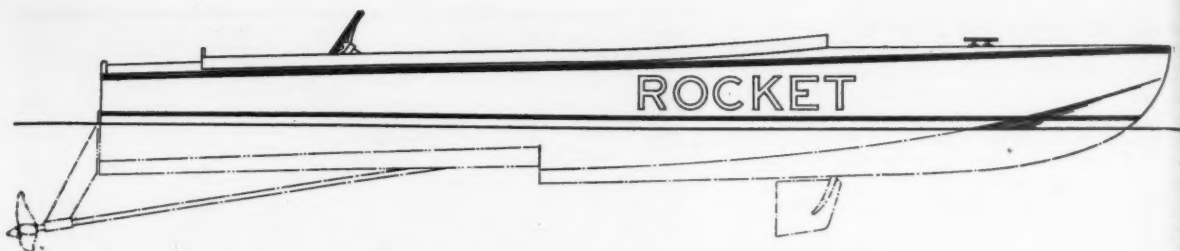
Fishing boats and outboard engines in the harbor



An outboard ferry near Auberge on the Siene, France

The matchless bay of Naples with Vesuvius in background





Outboard profile of the new 151-inch hydroplane Rocket

ROCKET, A 151 Hydro

LAST month we had an outboard racer, and this month have designed a boat for that ever growing class of hydroplanes, the 151s. This class furnishes as much thrill and sport as the larger boats and still comes within the reach of the average man's pocketbook.

The lines show a boat of simple construction, straight lines, with a little flare in the bow and the bottom of the ordinary straight Vee type. The construction has been kept as simple as possible, the only real hard work will be in getting out the two chines.

As usual, the first thing to do is to lay the boat down full size, either on building paper, or on a good flat floor if one is obtainable. All the necessary offsets and dimensions are given on the lines.

Get out the keels, because there are two, the forward one being of oak, sided 3 inches and molded $1\frac{3}{4}$ inches to be rabbeted for the garboards, and slightly tapered at the forward end where it is fastened to the stem. The after keel will be a straight piece of oak running from the step to the transom, to be sided 3 inches and molded $1\frac{3}{4}$ inches, this is also to be rabbeted for the garboards.

A hackmatack knee which is to form the stem is to be sided 2 inches and molded as shown on the construction drawing, to be notched out where fastened to keel as shown, this also has to be rabbeted to take the forward end of the planks. Stem knee to be fastened to keel with $\frac{3}{4}$ inch diameter flat head galvanized iron bolts. The heads to be countersunk flush with the keel, inside to be set up with nut and washer.

The frames are to be used as the molds for setting the boat up, thereby eliminating the work of getting out molds. The frames must be made carefully, allowing for the thickness of the planking, also allowing enough timber for beveling so that the planking will set flush. It should be noted that the side and bottom planks are not arranged to fit alongside of each other but are designed to be in the same vertical plane, with a V joint at the chine, to be fastened at the corners, with $\frac{5}{8}$ inch oak corner pieces as shown, quarter inch diameter bolts to be used to fasten the frames to these pieces. The notching out for the seam batten, clamps and chines can be done after the frames are set up in place. When setting

A Little Boat Designed for

the Popular Racing Class

Which Furnishes Many

Thrills and Excellent Sport

*Designed Especially for MoToR
Boating*

By Chester A. Nedwidek

up the frames special care must be taken to have them line up exactly, if this is not done an unfair hull will be the result, and nothing further need be said about trying to drive a hull of this character fast.

The step section is shown in detail. This can be built and fastened in place.

Transom is to be of $\frac{3}{4}$ inch mahogany, fastened to keel with a 2 inch hackmatack knee, shaped as shown. To have strips around the inside of oak, $\frac{3}{4}$ inch by 3 inches, screw fastened to transom, on the sides and bottom these strips are to be set in the thickness of the planking from the edge of the transom, on top of the thickness of the decking. These will then form fastening strips for

the after edges of the planking.

With all the preceding items out, the boat is ready to be set up. The simplest way to build a boat of this type would be to set her upside down, then it will be easiest to plank.

The clamps can be set in place, these are to be of yellow pine, $\frac{3}{4}$ by $1\frac{3}{4}$ inches, to be set in flush with the face of the frames, the same being notched out to take them. The clamps are to be screw fastened to the frames. At the transom the clamps are to have small oak knees fitted, also a breasthook at the stem.

Chines are of oak, finished size to be $1\frac{1}{2}$ by $1\frac{1}{4}$ inches, and to be rabbeted for the planking. As mentioned before these might cause some trouble, particularly the forward one due to the change of shape on each frame, this will cause a change of bevels. To get a real tight joint at the chine, great care must be taken with them. The chines will be in two pieces at the keel, one piece from the stem to the step, and the other from the step to the transom. The chines are to be kneed at the step and transom, by doing this greater rigidity will be added to the hull as there will be less chance of working.

The hull by this time is ready for the planking, this should be spoiled out on the hull to get the location of the seam battens, to be arranged so that the battens will form a backing for the plankseams. Notch out the frames for these battens which are to be of spruce $\frac{1}{2}$ by $1\frac{3}{4}$ inches. To be securely screw fastened to frames.

Side planking of mahogany $\frac{5}{16}$ inches thick, in single lengths if possible, arranged so as to have seams come

(Continued on page 146)

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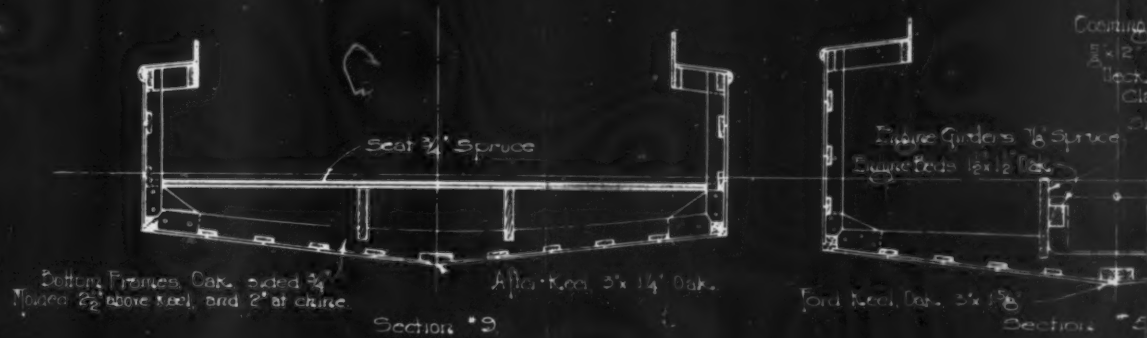
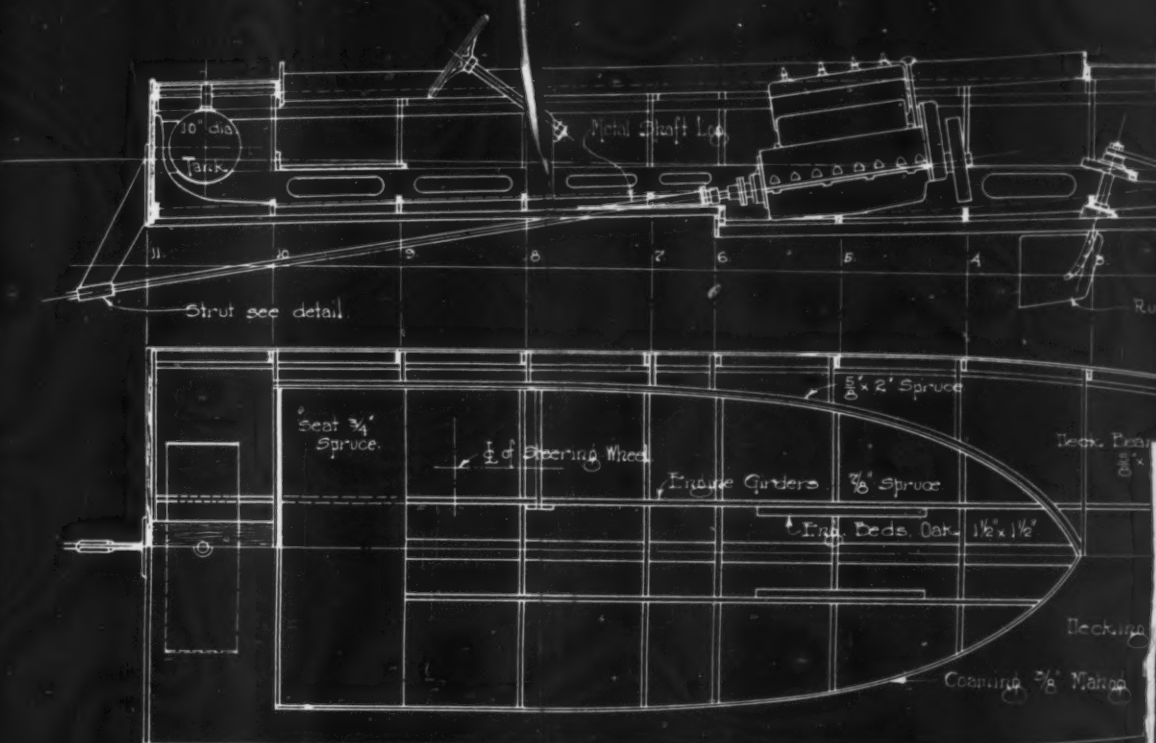
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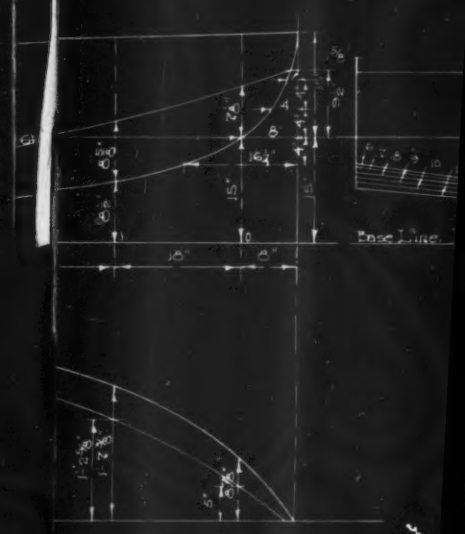
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MoToR BoAtINg's BUILD A BOAT



R. Mackintosh, Stettin

3" Mahoe
 Spruce
 3" 5/8" 2" spruce
 1/4" 1 3/4" yellow pine
 2" 1/2" James Oak 3/4" x 1 1/2"
 5" Oak Corner
 Pipes
 Chimes Oak rabb
 1 1/2" x 1 1/2"
 Bottom Planking 3/8" Mahoe
 Backing 1/4" Mahoe Plywo
 Side Planking
 5/8" Mahoe
 Seam Patterns
 Spruce 1/2" x 1 1/4"

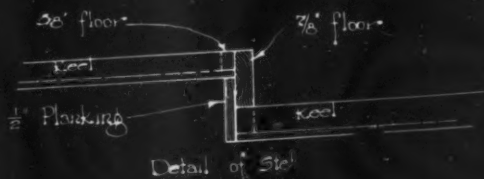
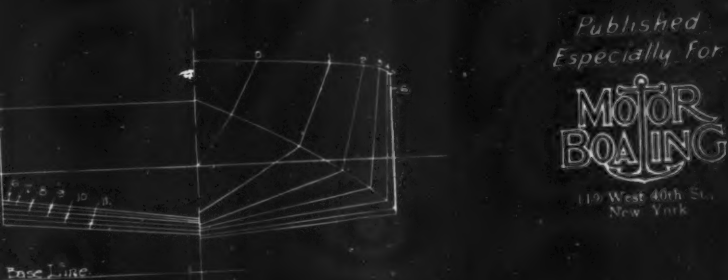
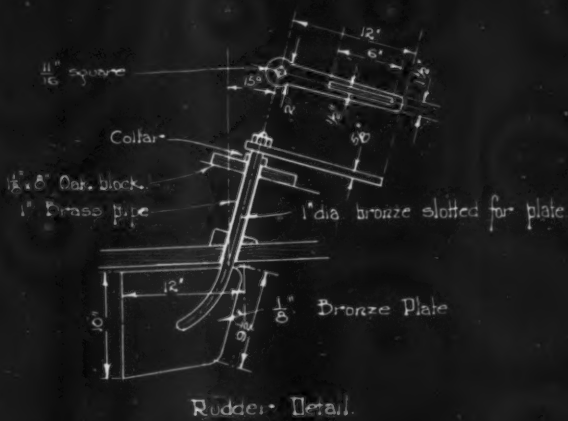
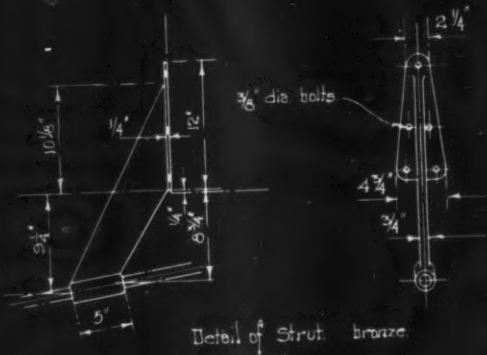


ROCKET

A 16½ Foot Hydroplan

151 Cubic Inch Class

Scale $\frac{1}{2}'' = 1'$





Interior of the new Sea Sled show room in Miami

Real Service in Florida

Prompt and Up-to-Date Service Assured to Sea Sled Owners by Establishment of New Miami Show Rooms

FAST boats are not uncommon on Biscayne Bay, but the Sea Sled, a boat of unique design and performance has not been seen on those waters in great numbers. These boats combine grace with speed, as they travel through the waters, with the seaworthiness and safety of an ocean going yacht. The opening of the winter season will see much more of the Sea Sleds as the winter approaches, not only at Miami and Biscayne Bay, but also at Palm Beach, West Palm Beach and other

popular winter resorts along the eastern Florida coast.

Under the able direction of their Division Manager, Walter L. Plumb, the Sea Sled Corporation has opened a spacious show room, devoted exclusively to Sea Sleds, at 1930 North East Second Avenue, Miami.

Here the residents and visitors to Miami may examine this unique craft at first hand. They may inspect at their leisure the 23 and the 28 foot Sea Sleds, both in the Sedan and Open Touring Models. (Continued on page 150)



The first marine garage and service station established by The Sea Sled Corporation on Biscayne Bay

Huck
Says

To the North

*From Florida to the Arctic
With an Outboard Twin*

WELL Chap, hardly now does I realize I is a hero. Even after them long cold nights at the North Pole; even after I gets off at the Union Station and is met by the Believers in Jacksonville and the police band does I realize I done so much.

You see it all happens this ways. For some four years I has been reading in MoToR BoatinG of them thrilling trips what other bold authors, they has took. Al Loomis not satisfied with sinking subs in the Adriatic sets off in a little tub for the Panama Canal. Freeman cruises acrost the Rocky Mountains in a Outboard boat and then takes a rest running down the Grand Canon; and now I notes another hero, he gets going up the St. Johns River so fast that when he reaches the head of navigation, he slides right acrost Florida into the Gulf. All this, Chap, it gets me crazy. I says to myself, say I, "Huck, if you doesn't get busy and do something, you becomes a back number." The only trouble Chap, everybody has done nearly everything and it is only after I studies the Atlas for a long time, that I decides to cruise from Florida to the North Pole by the most direct route. I also determines that the most direct course to the Pole, it is due North, so I makes up my mind to steer as near due North as possible regardless of how terrible the obstacles they was in the way.

Now I has a boat what was admiral suited to the purpose. You will recalls the little Guava what I describes in MoToR BoatinG several years ago. Well, Chap, I was the only person what ever succeeded in following directions and building one, only I builds her eleven feet long instead of six feet as directed. She was equipped with a Elto twin what has just got nicely run in, after being used two seasons. As they would b some very shallow places what we must navigate and even though she was designed to float in a light dew, I has some tanks fitted under the forward and after deck and I has them blowed up with illuminating gas which it made her remarkable light. For a crew I takes along a Boy Scout as Pilot and another young feller what I had learned to build a radio set from Five and Ten parts, as engineer.

Besides some very ingenious devices of equipment, what I will describe later, we carries three mattresses, a Range, a sextant, transit, pelorus, a copy of Bowditch, several copies of the Yachtsmans Annual Guide, a copy of Gentlemen Prefer Blondes, a case of excellent Scotch, two bottles of gin, some limes, a cocktail shaker and a bunch of bananas. I mention the bananas particular, because if it wasn't for them bananas I would not be here to write no story now.

We started down the St. Johns River in the middle of July. It was a very, very hot



Pole Aboard Guava

Illustrated by Stuart Hay

day for Florida. The thermometer, it stood at seventy-five. They was only a few people what sees us off, as I was modest-like and didn't have no signs on the boat, but they rung their hands and wept when they thinks of the hardships what we was about to encounter.

Our trip it was uneventful running through the inside route until we gets to the headwaters of the Savannah River up in the Great Smoky Mountains of Tennessee. This, it was wild country and except for a few Stills, we didn't see no human beings. Up in them mountain streams our propeller, it kept hitting the rocks, but the Tobin Bronze it was so strong, it just kept pushing us ahead. Finally we reaches a spring and for a time we was stuck. That night, when the mist began to fall, we pushes on and gets within sight of the summit. Then we puts in three very trying days but at length, it starts in to rain. So we places a number of banana skins ahead of the boat, from the bananas what we has et so far, and between the rain and the peels, the sturdy Elto pushes us upwards until we passes the summit. At this point we goes back and gathers up the banana skins, packs them away carefully in the ice chest and slides very rapid-like down into a stream what leads us to the Tennessee River. We shoots over a few dams; some of them at night, which it was not so pleasant, until we reaches the Ohio River. This soon took us to the Mississippi. Then we runs up the Illinois River until we gets to Chicago.

Now Chap, as the North Pole season it was getting late, we didn't intend to stop in Chicago for anything but a haircut, but as we was running under the Michigan

Boulevard Bridge several bullets from a machine gun, they went through the gasoline tank and we has to lay up for repairs. This, it wasn't the worst of it. To begin with I finds that they was a strike on between the plumb-ers and the sheet metal workers and so we couldn't get no soldering done nowhere and so I has to wait until they sends me a new tank from Milwaukee. While we was waiting, to make a bad matter worse, a feller comes alongside and he says, "Has you any lick-er aboard"? and I says, "Yes, but it isn't none of your damn busi-ness" and he says, "The Hell it aint; I is a prohibition officer" and he shows his badge, and with that, Chap, I turns back my coat and I shows my badge and I says to him, haughty-like, "I has you to understand that I am a special police officer of the Jacksonville Police Department and besides I am taking lick-er OUT of the country and to the North Pole mind you" and he gets very em-barrassed-like and he says, "I begs your pardon; you is doing a most worthy work" and I accepts it and gives him a drink and by that time I gets my haircut and the tank, it arrives and we is off acrost Lake Michigan which it was one of the roughest bodies of water I has ever seen and two of our mattresses, they gets soaked.

We passes through the Sault St. Marie Locks and the night we runs acrost Lake Superior it was very cold, so I drinks the first bottle of Scotch and reads part of Gentlemen Prefers Blondes by the light of a August moon while the rest of the crew steers and plays hearts. It was a perfect night Chap, the kinds you reads about. The next day we stops at the Town of Nippigon, Ontario while we sends our mattresses to a one-day laundry and gets them dried out.

Reaching the head of Lake Nippigon we has to await rain and we uses our banana skins for the last time, to carry us over into the Kenogami River. It is just as well that this, it was the last time, Chap, because the banana skins, they was getting very ripe by this time and they wasn't near so slick as they was. Any-ways, this, it leads us into the Moose River, and the Moose River, it leads us into Hudson Bay, and by this time, Chap, it was getting so cold that I has to change into my long, red flannels, I does.

That first night we camps on South Sleepers Island and the second night we camps on North Sleepers Islands, only that night we doesn't sleep much as they was a flock of tame seals all around what insisted on trying to balance all our equipment on their nose and as they doesn't understand English and as we doesn't speak Esquimoux, it was difficult-like to make

(Continued on page 158)



And so I unfurls a large American flag what I has brought along for the purpose, while the crew they stands at attention

SMALL MOTOR BOATS

Their Care, Construction and Equipment

A Monthly Prize Contest Conducted by Motor Boatmen

Questions Submitted for the March Prize Contest

1. Arrange a remote control suitable for use on an outboard engine boat to operate both steering and engine controls.
(Submitted by B. B., Flushing, N. Y.)

2. Explain a systematic inspection of a used boat to determine its condition and value to you before purchasing.
(Submitted by W. B. M., Newburgh, N. Y.)

Boarding the Boat When Laid Up

Simple and Effective Means for Avoiding the Dangerous and Inconvenient Ladder

Answers to the Following Question Published in the November Issue

"Design and explain the construction of a simple, suitable runway to take the place of the conventional, steep, difficult ladder, for boarding one's boat while hauled out during the winter."

A Simple Suitable Runway

(The Prize-Winning Answer)

PROBABLY the simplest kind of runway would be a single wide plank resting on the rail or edge of the deck, at right angles to the boat. This would serve the purpose in the case of acrobatic young fellows, but for the average person it would be too elastic. In addition to being springy, it would be slippery when wet or coated with ice, as it certainly would be much of the time during the winter.

One of these two faults can be overcome by nailing 2 by 6 inch stringers along each edge of the plank; the top edges of the stringers flush with the top side of the plank. As an example take a plank 16 inches wide, $1\frac{1}{2}$ or 2 inches thick. When the stringers are spiked to the edges, the width of the runway will be increased to 20 inches, and the springiness, will be no longer troublesome.

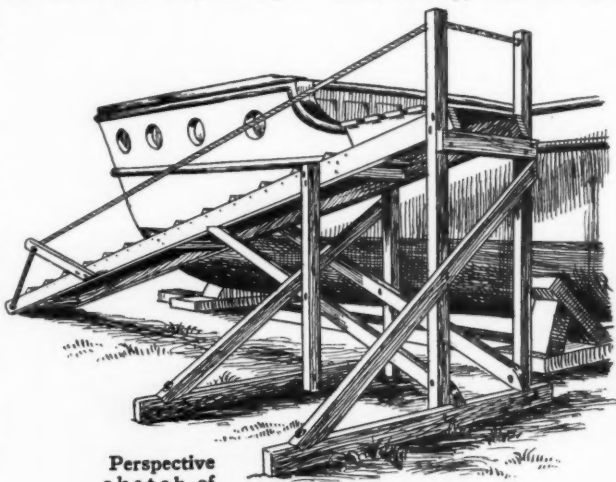
The other fault, slipperiness, can be corrected to some extent by nailing cleats of 1 by 2 inch material across the face of the runway, from the outer edge of one stringer to the outer edge of the other, at intervals of 16 or 18 inches

apart. These will serve to strengthen the plank and also will be useful as what might be termed—non-skid treads.

Posts or stanchions of 2 by 4 inch yellow pine may be bolted on the side to take a handrope. Some means should be provided for securely attaching the raised end of the runway to the boat. Another easy-to-build style of runway is shown in the drawings. This consists of two stringers, with short pieces of plank nailed across. Two substantial ringbolts in one end will provide means for lashing it securely in place.

A complete plan is shown for a somewhat more elaborate runway, which is entirely independent of the boat or blocking, for support. All necessary dimensions are given. Yellow pine is perhaps the most suitable lumber for this purpose. It is stiff and strong and can be obtained in lengths up to 40 feet without difficulty.

Carriage bolts will be best for fastening the framework together. When erecting the runway, a good plan to follow will be, first assemble flat on the ground, the two long posts, together with the cross bar, base and cross brace. When these parts are bolted together in one unit, stand it up plumb and stay it in place with temporary



Perspective sketch of the inclined approach to a boat by A. N.

Rules for the Prize Contest

READERS are urged to consider the above questions for the March issue, and send answers to them to the Editor, *MoToR BoatinG*, 119 West 40th Street, New York, N. Y. Answers should be (a) in our hands on or before January 25, (b) about 500 words long, (c) written on one side of the paper only, (d) accompanied by the sender's names and addresses.

The names will be withheld and initials used.

QUESTIONS for the next contest must reach us on or before January 15. The editor reserves the right to make such changes and corrections in the accepted answers as he may deem necessary.

The prizes are: For each of the best answers to the question above, any article or articles sold by an advertiser advertising in the current issue of *MoToR BoatinG* of which the advertised price

does not exceed \$25, or a credit of \$25 on any article which sells for more than that amount. There are two prizes—one for each question—but a contestant need send in an answer to only one if he does not care to answer both.

For answers we print that do not win a prize we pay space rates.

For each of the questions selected for use in the following month's contest, any article or articles sold by an advertiser advertising in this issue of *MoToR BoatinG* of which the advertised price does not exceed \$5, or a credit of \$5 on any article which sells for more than that amount.

All details connected with the ordering of the prizes selected by the winners must be handled by us. The winners should be particular to specify from which advertisers they desire to have their prizes ordered.

stays or props. Next, the runway may be assembled complete on the ground, and raised into place in one piece, or else, the stringers may be bolted in place one at a time. The remainder of the construction is comparatively simple, and is clearly illustrated.

A. N.,
Brooklyn, N. Y.

Stairs Found Best

THE age of a boat is reckoned by the winters she is laid up—rather than the number of miles she has been run."

So runs the ad I received the other day from a canvas dealer and he would have come nearer the truth if he had substituted for the dash "without proper care." Any vessel needs careful laying up and every minute of work done in the Fall or Winter means an hour saved in the Spring. Each year, the number of yachtsmen increases who realize Motor Boating is not a sport confined to the Summer months but that Fall and Winter work gives them added knowledge, amusement and health. A man

doing any work at all must have a proper, safe, and convenient way of getting aboard his craft, and there is nothing more unhandy, not to say dangerous, than the usual ladder, even if one not in use can be located in the yard—which it usually cannot.

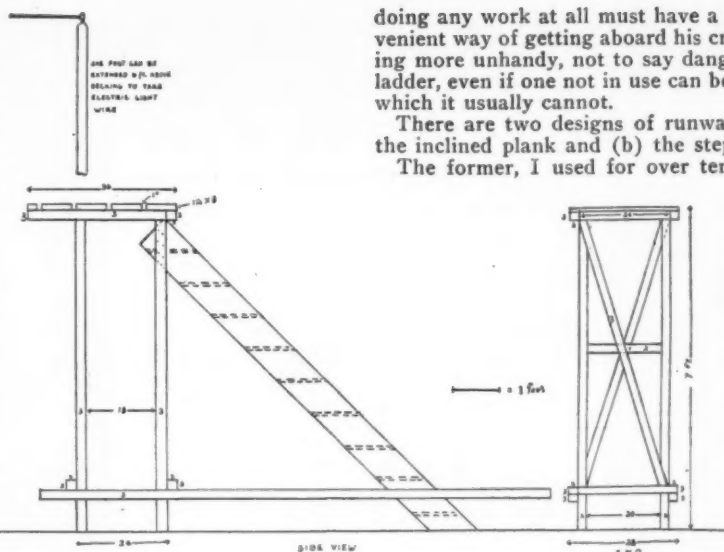
There are two designs of runway for your ship. (a) the inclined plank and (b) the step.

The former, I used for over ten years and discarded

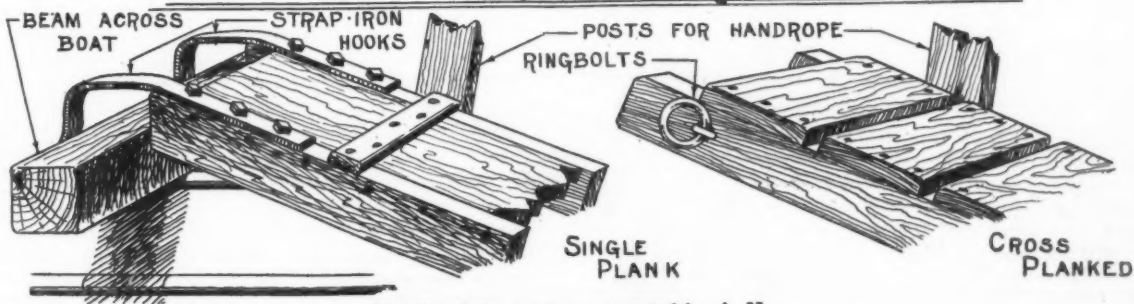
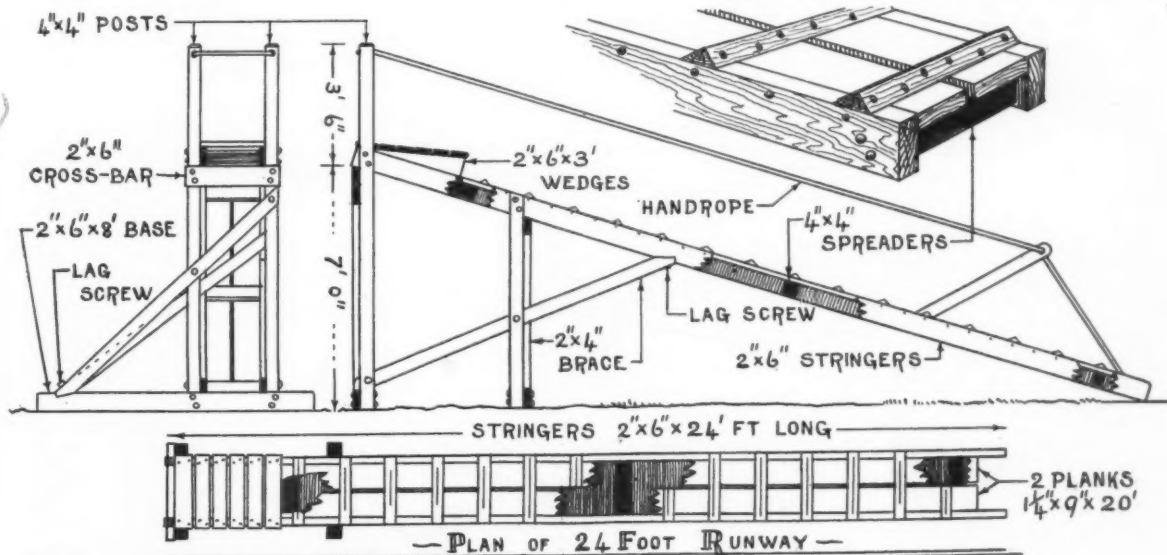
for the following reasons: It is a heavy cumbersome affair to erect each Fall—particularly single handed. Even if previously made and carefully taken apart in the Spring, it requires half a day to erect and brace. Then in the Spring another three hours are necessary to take it down and if your vessel is moved to the ways this runway cannot be shifted so as to use it for a day or

so without entirely re-erecting, which takes too much time and work. It also takes up too much ground space, and seeing its many disadvantages, I set about to design and erect one which would be light enough so two men could lift it anywhere in the yard, set it in place when my vessel was hauled out and remove it in the Spring, or change its position if so desired.

I have finished its erection and it fulfills every requirement and is far and away the best I have ever seen.



Stairs and landing as proposed by H. A. J.



Details of the runway suggested by A. N.



Photograph of a stair approach used by H. A. J.

While the sketch shows fully its construction, let me say you need no knowledge of carpentry and but three tools—hammer, cross cut saw and square. The materials will cost about \$10.00 and can be bought at any builders' supply place.

For the average motor boat of, let us say, 30 to 40 feet, the following is needed:

One hundred feet 2 x 3 inch for up-rights and braces:

Two boards $1\frac{1}{4}$ x 8 inch x 10 ft. for sides of steps;

Nine pieces $1\frac{1}{4}$ x 8 x 18 inches for steps;

Four pieces $1\frac{1}{4}$ x 8 x 28 inches for decking;

Two lbs. nails $3\frac{1}{2}$ inch long for up-rights and bracing;

One lb. nails 2 inches long for steps and decking.

To construct, first cut four pieces of 2 x 3 in a length of about 7 feet (according to height of deck above ground) and nail these together with braces so their outside edges are 2 feet apart. The upper side braces can be made to extend a foot to left giving us a top decking of 28 x 36 inches which is ample. The sides of steps should be nailed to uprights at an angle of 45 degrees but before doing this nail cleats on inside for steps which have a rise of about 9 inches and a depth of 8 inches. Then nail in the steps and attach to uprights. The long lower side braces should be left extended as shown in sketch for use as handles in carrying to and from the boat. It is well to nail a light batten (1 x 2 will do) from shores of boat to one upright and to sides of steps about halfway up which keeps the whole construction rigid. A hand rail can be run if desired by leaving one of the right 2 x 3 uprights extend above platform and then running an extra piece of wood from that to right end of bottom handle brace but if you use this be sure to plane the upper corners round and leave no splinters. One of the 2 x 3 uprights on my runway is extended above deck, to take the electric light wire which I run into the boat from a neighboring pole in the yard. I have myself found no use for the hand rail though I had in mind at one time to put it on.

To prevent dirt from being taken aboard the two lower steps should have old bottle caps inverted and tacked to act as a scraper and two others wrapped with old canvas or burlap. On platform at top leave opening of about 1 inch between boards so dirt, rain, etc., will fall through. I have also nailed on a cheap cocoa mat costing 79c and this

outfit can be completely built by two men in an afternoon. It will last for years with no care or upkeep expense and afford the greatest ease in boarding or leaving your ship even with your arms filled with heavy bundles.

H. A. J.,
New York, N. Y.

Platform and Runway

THE construction of a simple, suitable runway to take the place of the conventional ladder for boarding one's boat during the lay up period, will entail a little labor, but the builder will be more than repaid by its use for the season. It may be constructed substantially and cheaply, and in such a manner that it may be knocked-down at the completion of the overhauling and stowed away for future use. A runway such as described herein will afford a safe means for boarding during the overhauling and will also provide a means for getting heavy articles on and off, with safety to the articles as well as to the boat.

It should be remembered that the runway must be substantially built, so as to insure safety in boarding, and with this in mind the builder should start by taking a few preliminary measurements. The height at which the deck will rest after the boat has been raised and blocked in its permanent position and the length it will be advisable to build the run. The length should be such so as to provide an easy grade of about 1 foot in rise for every two feet in length, this, however, can be best determined by the actual condition.

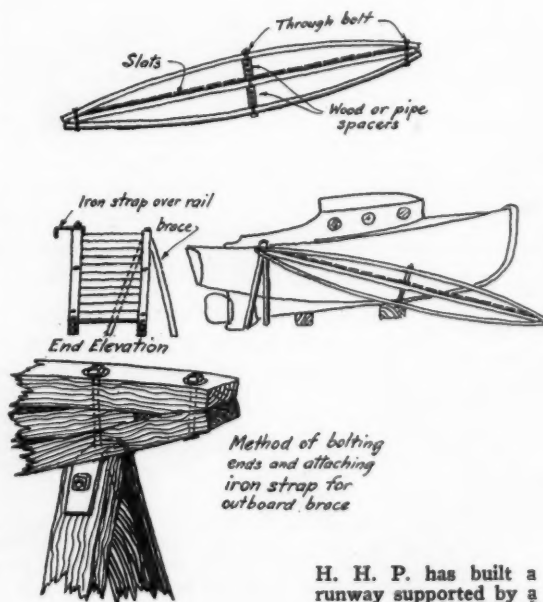
From the illustrations it will be seen that the runway is arranged so as to provide a platform which is kept about 20 inches below the deck line, and a run from this platform to the ground level. The platform affords a place from which the climb to the boat consists of only two steps and at the same time providing a landing for anything which is carried up or down from the boat.

In the construction the following material will be required of approximately the sizes as shown. The four uprights for the support of the platform and top end of run should be of 2 x 4 inch spruce which are erected and spaced on a square of about 3 feet each way. Two of these uprights which are at the outside are carried up high enough

(Continued on page 162)



An inclined approach which H. A. J. claims is not as good as the stairway



H. H. P. has built a runway supported by a trussed frame

Reducing Water Jacket Corrosion

Methods Explained for Checking Destruction of Cylinder Castings and Keeping Them Clean of Rust and Sediment

Answers to the Following Question Published in the November Issue

"Explain a method of preventing or lessening water jacket corrosion and removing the products of same."

A Clean Water Jacket

(The Prize-Winning Answer)

MOST waters upon which our motor boats are operated, carry a certain amount of solid matter in suspension together with calcium and magnesium salts. Sea water contains a good percentage of common salt which tends to corrode the iron on the inside of the water jacket of the engine. The scale which forms through the process of corrosion adheres to the walls for a time but eventually most of it drops off and collects in the bottom of the water jacket, generally in the corners where the flow of cooling water is most sluggish. Small quantities of mud and other matter carried in suspension by the water also settle in these corners and in time fill up the space. Oily water pumped through the water jackets from the bilge will leave an oily film on the inside of the jacket. This oil and grease not only helps to fill up the space intended for cooling water, but on account of its sticky nature catches mud and scale that would otherwise pass overboard.

Calcium carbonate and magnesium carbonate begin to precipitate when the temperature of the water reaches 180 degrees Fahrenheit and at a temperature of 212 degrees F. the greater part of the carbonates will be deposited. The sulphates remain in suspension until the temperature reaches 300 degrees F. which temperature should not occur in the water jackets of an internal combustion engine. Calcium carbonate and magnesium carbonate form a porous deposit which does not adhere closely to the iron but often there is some other substance present which mixes with the deposit and forms a hard scale. As the overflow from an engine should discharge at about 180 degrees F. for the efficient operation of the engine there will be heat enough in the jackets to cause a deposit of carbonates.

Deposits of mud and scale in the water jacket of an engine may become very annoying and even dangerous if the condition is allowed to continue until the jacket is so filled that the lower part is not properly cooled. There is a possible chance of the jacket cracking from the unequal expansion of the iron, and a more likely chance of damage due to freezing of the wet mass that has accumulated. An engine in this condition, may overheat for all there is a good circulation of cooling water. The filled up condition of the water jacket prevents the rapid transfer of heat through the cylinder walls to the water, and therefore, it retards the transfer of heat from the pistons to the cylinder walls; resulting in excessive wear and lowered compression due to the thinning of the lubricating oil from the excessive heat. Undue crankcase oil dilution with a consequent rapid wear on all rubbing

surfaces results. Knocking and pre-ignition with a loss of power are the signs of overheating most in evidence, and retarding the spark does not relieve the symptoms.

Trouble from a clogged water jacket is seldom noticed in a new engine, still the foundrymen may get careless about cleaning out the sand core from the jacket space and leave the jacket of a new engine partially clogged with sand. As corrosion continues and sediment from dirty water collects, usually on the opposite side of the jacket from the intake and out of the direct line of flow of the water, the jacket gradually fills up. These spots where the deposits lie will become considerably hotter than the other parts of the cylinder.

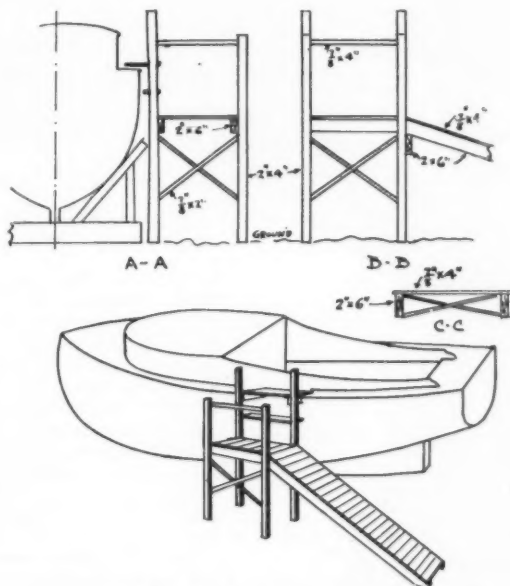
When these conditions exist, the natural thing to do is, to take a wire and poke around the inside of the jacket through any convenient opening. This may partially remedy the trouble for a time but the former condition will soon return. A stream of water or steam under a good pressure will wash out any loosened sediment. Stiff steel wires bent to follow the course of jacket will start a hole through the sediment and the water together with the continued poking with the wires will enlarge the space.

After using the wires and rinsing, plug all but the upper opening in the jacket and fill with a 3% to 5% solution of fluorhydric acid for from 3 to 5 hours. The fluorhydric acid will loosen or dissolve the accumulation of sand, mud and scale, leaving the metal clean and bright but it will not attack the metal. Fluorhydric acid must be kept in metal or rubber containers as it would soon eat through glass. Muriatic acid in the same proportions will dissolve or loosen the sediment but it must be used with care for muriatic acid readily attacks metals. When clean fill with lime water to neutralize any remaining acid and then rinse with clean water and let dry. By using hot water for rinsing, the jackets will dry more quickly. Heat hastens any chemical reaction so use the cleaning acid hot for quick results.

To prevent the formation of rust and scale on the inside of the water jacket apply a waterproof and heat

proof coating to the inside of the jacket. There is a paint patented in Germany, for protecting boiler plates from rust and scale that will do the same for the water jacket of a motor. This preparation is made by mixing one pound each of train oil, paraffine, horse fat and finely ground zinc white. To this mixture is added four pounds of graphite and one pound of soot made into a paste with one and one fifth pints of water to which has been added one and one quarter ounces of carbolic acid. The zinc white and the horse fat form a soap hard to fuse, which adheres firmly to the iron and binds the graphite and the soot, and the paraffine prevents water

(Continued on page 162)



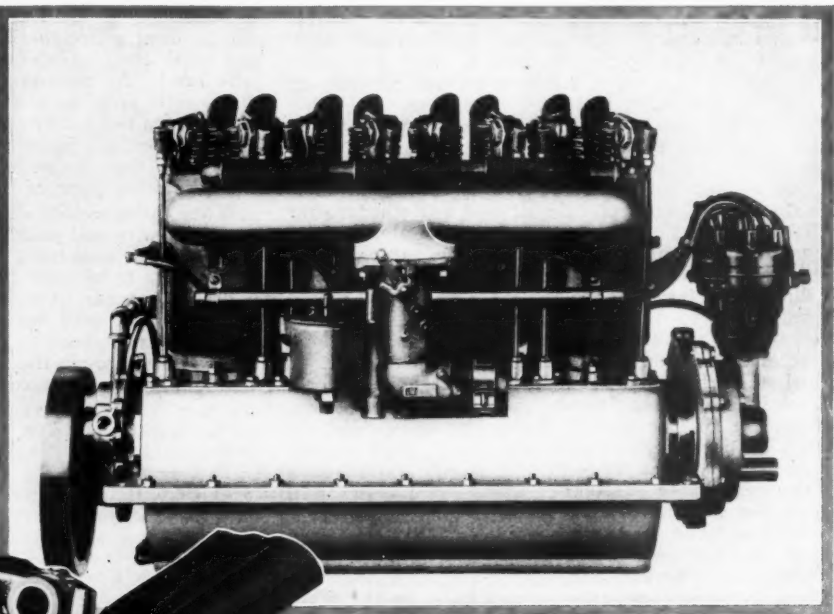
G. H. has built a simple ramp and platform to board his boat

New Peerless Racing Engine

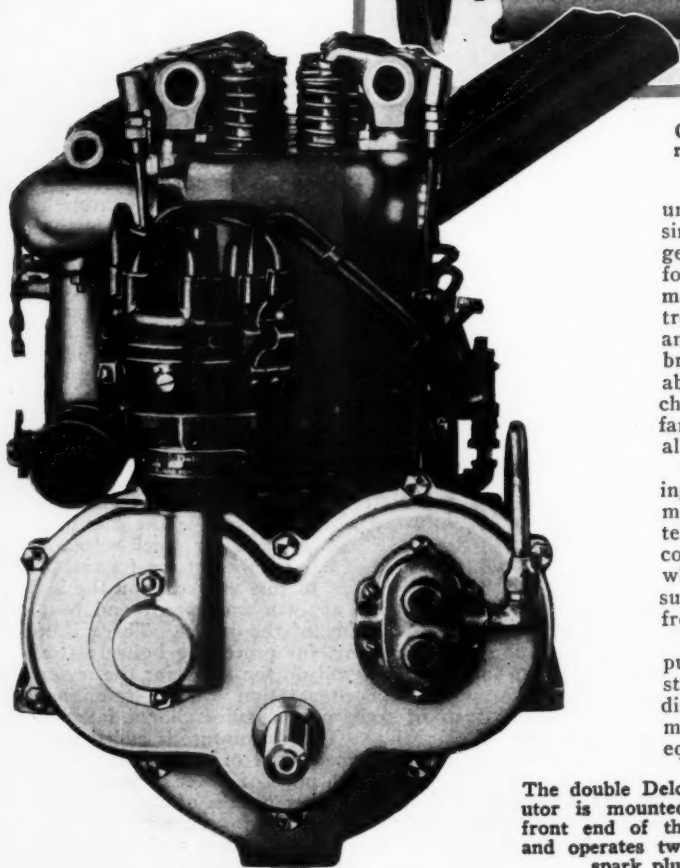
*Specially Designed High Speed Machine Intended
Particularly for 151 Cubic Inch Racing Classes*

THE New Peerless 151 has been developed in actual service and was designed from the bottom up for marine work. It is an engine built from the very best materials obtainable and equipped with high class accessories throughout.

The cylinders are of the valve in the head design and of the dual valve type, they are cast separately of semi-steel and valves and walls are completely water jacketed. The valves are Thompson silicrome steel and fitted with removable valve guides, they are operated by a separate cam and rocker arm for each valve. The cam shafts are located in the base and are full ball bearing thereby eliminating



Carburetor side of the new 151 cubic inch high speed racing engine, built by the Peerless Motor Company, Buffalo



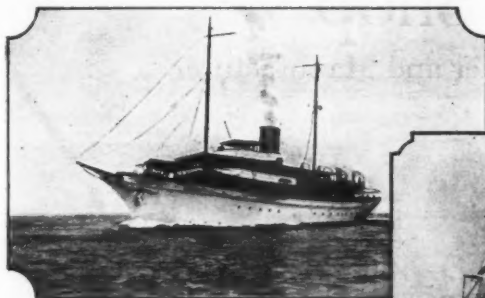
The double Delco distributor is mounted on the front end of the engine, and operates two sets of spark plugs

undue friction. The gear mechanism is extremely simple consisting of only three substantial spur tooth gears in the entire motor, gears are made of steel forgings and heat treated. The crank shaft has five main bearings and is made of nickel steel heat treated and machined all over. The main bearings and crank pin bearings are extremely large, they are bronze backed, babbitt lined, and are interchangeable. The connecting rods are drop forged, machined and very light in weight, pistons are the famous Butler Type made of a special aluminum alloy. Double Seal Piston Rings are used.

The lubrication system is full pressure to all working parts, the base is of the dry sump type and the motor is equipped with two oil pumps which are interchangeable, one pump takes the oil from the oil cooling tank and pumps it into the pressure line while the other pump returns the oil from the dry sump to the oil cooling tank, these pumps are driven from the ends of the port side cam shaft.

Water circulation is provided by means of a gear pump of ample size driven from the after end of the starboard cam shaft. Ignition is the Delco double distributor type mounted on the forward end of the motor in a very accessible location, each cylinder is equipped with two spark plugs located on opposite sides of the combustion chamber which can be removed with an ordinary open end wrench.

By the use of a manifold of spe-
(Continued on page 168)



Left:
The Lydonia



Above: *Miss America II*, fastest
boat ever built

Left: *Arthur Curtiss James' Aloha*



Above: *The N. C. 4*—first airplane to cross
the Atlantic. Photo by Press Publishing Co.

Right: *Greenwich Follies Gold Cup Winner*
1925



Above: *The Gar Jr. II*, express cruiser
famous for the Miami to New York Race
in which she beat the train time of the
"Havana Special."
Photos by M. Rosenfeld, N. Y.

Every one famous— every one Valsparred!

IT is amazing to discover how many well-known boats have been Valsparred:

Miss America II, for example, the fastest boat ever built. Chris Smith, who built this remarkable speedster writes, "All of our famous racing boats from *Reliance I* to the boats we are building today are Valsparred, of course."

Then there's *Gar Wood's* 50-ft. express cruiser, *Gar Jr. II*, which beat the famous "Havana Special," from Miami to New York; *Lanai*, international six-meter champion; *Arthur Curtiss James's* bark *Aloha*; and *Cyrus H. K. Curtis's* yacht *Lydonia*: All were Valsparred!

And when it comes to flying ships of the sea, there's the *N. C. 4*, first plane to cross the Atlantic, Valsparred from wing tip to rudder's end.

So it would seem that on the pages of history the following story is indelibly written: "When makers of fine sea craft want the best in waterproof, weatherproof finishes, they use Valspar."

*In a letter to Valentine & Co., under date of April 26, 1926.

VALENTINE'S
VALSPAR
The Varnish That Won't Turn White

At the Motor Boat Show

Grand Central Palace, New York City,
January 21st-30th. Be sure to visit the
interesting Valspar exhibit in spaces
forty-nine and fifty, third floor

Lanai, winner of Inter-
national Six-Meter
Races 1925



Yard and Shop

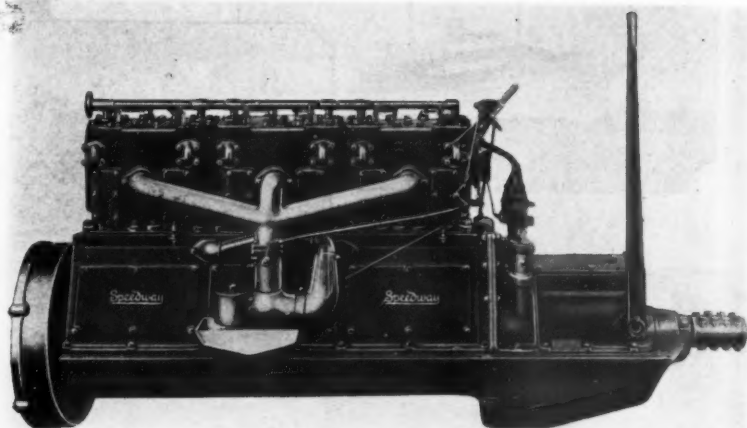
Notes of Interest to Both Owner and Manufacturer

A New Speedway Model

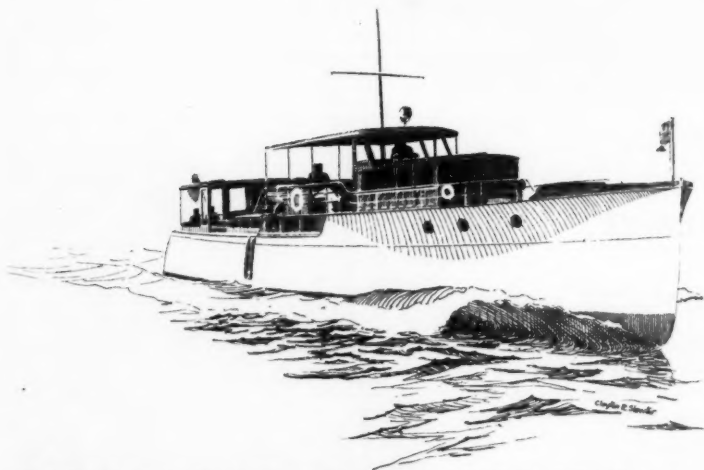
ADHERING to the ruggedness which Consolidated builds into their famous line of Speedway engines, and to offer the yachting public an engine of the L head with removable heads, Consolidated develops a new model known as the Model MP.

Model MP is rated at 155 h.p. at 1200 r.p.m. The cylinder bore is $5\frac{3}{4}$ in., stroke 7 in. This engine is to be built in 6-cylinder types only, and weighs 2025 pounds.

The cylinders are cast in pairs of a special grade of iron, carefully bored and ground to size. The cylinder is skirted into frame giving piston guidance the full length of stroke. The frame is a single casting of aluminum, strongly webbed and exceptionally deep. The care in construction of the frame casting insures extreme rigidity



The newest model MP Speedway engine with removable cylinder heads. The engine has double ignition, and develops 155 h.p. at 1,200 revolutions. Bore and stroke are $5\frac{3}{4}$ by 7 inches



A sketch of a new 75 foot express cruiser being built by Julius Petersen at Nyack, for George T. Bowdoin, from Tams & King designs. Two. 300 h.p. Speedway engines will drive her 25 m.p.h.

and allows sufficient space for large hand holes.

The water pump, generator and magneto are mounted on the side of the frame and are driven in series from the auxiliary gear. The bed is also cast in one piece of aluminum alloy, strongly webbed, which includes the reverse gear and thrust bearing. There are seven main bearings machined and fitted with removable bronze babbitted shells. Connecting rods are drop forged of Chrome nickel steel I section. Wrist pins are of tubular steel, case hardened and ground. Pistons are cast of a special grade of iron, ground to size and fitted with four rings each.

The crank shaft is $3\frac{1}{2}\%$ nickel steel. $2\frac{3}{8}$ inches diameter, with bearings 3 inches long between each cylinder. The crank shaft is drilled for forced

feed lubrication. Gears are of steel and cast iron with extra wide faces, cut with spiral teeth.

The oil cooler is of the condenser type with bronze shell and copper tubes. Cooler is bolted to the under side of exhaust manifold. The lubrication of the entire engine is a special Speedway feature, being a positive pressure system. All parts of the engine, including clutch and thrust bearings are supplied with oil under pressure.

The clutch is of Speedway design of the reliable planetary type.

There are two ignition systems, Magneto and Delco. Three spark plugs to a cylinder. The electric starter is of the Bijur 2 unit, 12 volt system.

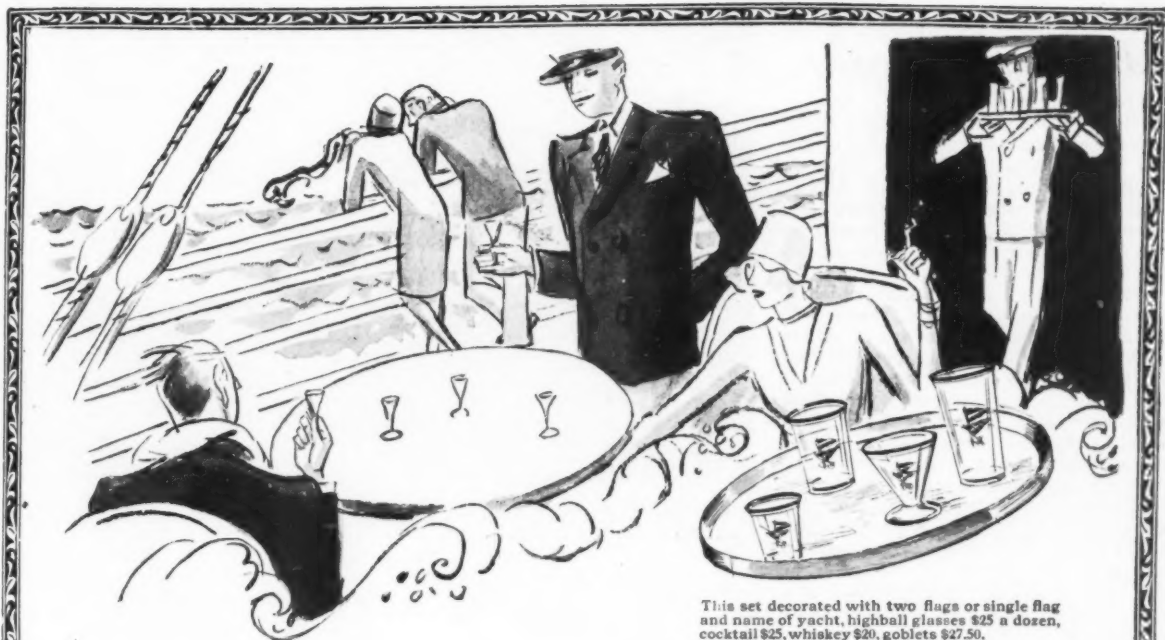
The Speedway engineers in developing Model MP have embodied the latest developments in Marine design, and feel that they have produced an engine with a range of power that will prove popular among cruiser owners.

One of the MP models will be shown at the Motor Boat Show this month.

(Continued on page 52)



Skip, a little outboard engined champion, which has made a record of $26\frac{1}{2}$ m.p.h. She is equipped with an Evinrude engine, owned and driven by Harry M. Barnes of Oakland



This set decorated with two flags or single flag and name of yacht, highball glasses \$25 a dozen, cocktail \$25, whiskey \$20, goblets \$27.50.

A Sea-Going Service of Beverage Beakers

YOU may be seaworthy, but are you sure you're completely shipshape? Shipshape in regard to the tackle into which you pour the liquids and convey the viands.

Your ropes, Captain, may be coiled to perfection, your brass shine speckless as a mirror. But how about the pantry, matey, how about the pantry?

That's the ultimate test, after all. And it's a three-times-a-day test, breakfast, luncheon, dinner. A triple inspection daily for the beverage beakers, the coffee cups, the plates.



If china marked with your own flags were very expensive, there would be some excuse for not having it. But at Ovington's you can get a dinner set for six, emblazoned with your club and yacht flags, for as little as \$100.

How do they rate?...as unnicked as Valspar...as unblemished as a Puritan? Some dark night throw the more wretched of the gear overboard, and invest in the new.

We can assure you that it's bound to be a proud day amidships when the pantry shelves bear a gallant crew of twenty-four glasses, marked with your own flags—all able seamen who will ship with you for \$50.

And china. Not but what your guests would—if the old salt air is doing what it should for their appetites—eat from a pie plate and fight for the crumbs. But why incite them to violence and mutiny when Ovington's can arrange a dinner set for six emblazoned with your club and yacht flags, for as little as \$100.

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OVINGTON'S

212 North Michigan Blvd.
Chicago

Yard and Shop

(Continued from page 50)

A New 75 Foot Cruiser

The accompanying sketch is George T. Bowdoin's new twin screw 75-foot express cruiser, the contract for which has just been let by Messrs. Tams & King to Julius Petersen of Nyack. This boat has many novel features and is one of several which this same firm has designed for combination commuting and cruising.

Aft is a good size cockpit which is sheltered by a windshield, forward of which and entered from it is a saloon in which two can sleep comfortably. Forward of this on the starboard side is a small lavatory which is just abaft another owners companionway. Forward of this and just aft of the engine compartment is a very comfortable owner's room with two berths, bureau, locker, etc., adjoining this is the owner's lavatory. Then comes the engine room which is particularly commodious and well ventilated. She will be driven by two 300 h.p. Speedway motors which it is expected will give her a speed of 25 miles an hour. She will have Delco generators and ample storage batteries. She will of course be equipped with various auxiliary pumps in the engine room and will have a small blower installed. Forward of the engine room are the gasoline tanks which are of ample capacity to give her a large cruising radius. Then comes the galley which is the full width of the ship and communicates with the dining saloon on deck by



A 26 foot Chris Craft runabout, equipped with a special form of Sedan cabin enclosure on the after end, which makes it particularly suitable as a fast yacht tender

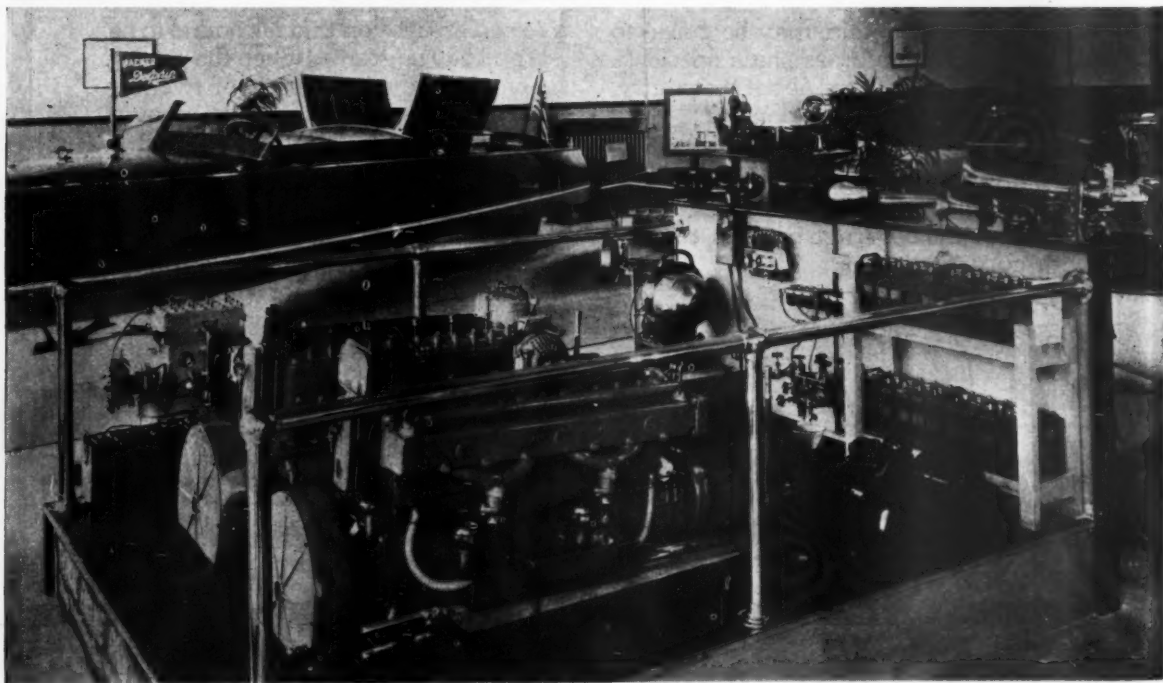
means of a dumbwaiter. The crew's quarters and comfortable and there are berths for four men.

A particularly attractive feature of this boat is the large amount of available deck space. Forward is the owner's cockpit which is roomy enough for 6 or 8 people. The deck house is used as a dining saloon and is of sufficient size to seat 8 or 10 comfortably. Aft of the deck house is the bridge deck, and a large owner's deck, and in addition she has a comfortable after cockpit.

Many Evinrude Victories

Evinrude outboard engines have been successful in winning many races during the 1926 season. Beginning back in July, the Evinrude Motor Company received a wire from its Savannah representatives, S. B. & M. I. Collat, in which they were advised that one of their Big Twin engines had won races in both classes D and C against a large field

(Continued on page 69)



An engine room arrangement in the Show Room of the W. H. Moreton Corporation, Boston, showing a pair of six cylinder, 75 h.p. Red Wing Thorobred engines, with all other necessary auxiliary equipment properly arranged.

Balanced Values!



Designed &
Built by
Ole Evinrude



Distinctive Features!

True, easy starting — *instant* starting on the quarter turn flip of the fly-wheel — only a slight wrist movement. *Stabilizing Rudder Steering* — exclusive! — gives full control from any part of the boat. The famous *Propello Pump* — a valveless cooling system eliminating altogether a principal cause of motor trouble. And many other important features — fully described in the new Elto catalog. Send for it!

THE Super Elto "has everything" — no one factor is emphasized at the expense of another! Light weight — easy starting — power — speed — long-lasting durability — **EACH** a vital factor of motor value — and **ALL** are found in finely balanced relationship in the Super Elto.

An easy one hand carry — yet weight wherever weight means strength! Here all bearing areas are liberally over sized. The crank shaft is tremendously rugged and strong. The large propeller shaft is fully protected by the sturdy drive-shaft housing.

And *power* — for foaming speed on light craft — or for capable driving ability on heavy hulls — robust power, *with* light weight, *with* durability. A motor of *balanced* values — the all-use, all-service, one-model outboard.

ELTO OUTBOARD MOTOR COMPANY
OLE EVINRUDE, President
Dept. F, Manufacturers Home Building MILWAUKEE, WIS.



The
Super Elto
"Starts with a quarter turn"

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Round New Zealand by Motor Boat

(Continued from page 17)

equipment. The forecabin comes next and contains two permanent berths (one above the other) on the port side and a sofa and swingback on the starboard side. There is no need to stress the fact that the success of any cruise rests largely with the motor. In this case more than the mere success of the venture was involved for a breakdown of the propelling machinery would on most parts of the coast have meant a non-return passage to meet friend Davy. For this reason twin four cylinder Red Wing motors of the Big Chief Special type bore $5\frac{3}{4}$ inch stroke 7 inches were chosen to power Ruamano. These are located almost abreast just a little forward of amidships there being a clear passageway of two feet between the motors. As the fuel tanks are located aft an Autopulse pump was fitted to each motor to raise the fuel to the carburetor. Ignition is by two spark Robert Bosch magnetos with Atwater Kent battery ignition as standby. Paragon reverse gears, S type Schebler carburetors, Leece Neville starters and generators and Willard storage batteries are the other major equipment of the motors. A clutch was fitted to the flywheel end of the starboard motor and from it a drive taken forward thence through a train of bevel gears and up through the fore deck to a capstan head. The same drive was utilized to drive a small bilge pump. The galley containing a four burner Westonhouse gasoline stove, a sink, plate and cup racks, etc., is located on the port side of the engineroom while the similar position on the starboard side is occupied by a large wardrobe, access to which is gained by sliding doors.

The main cabin is about eleven feet long and is located just aft of the engineroom. This cabin has berthage accommodation for eight, four on the lower and four on the upper berths which are swingbacks. All interior fittings are in oak and all outside fittings including the cockpit finish is in teak. Built primarily for week-end fishing trips her cockpit is ten feet long and the full width of the boat. It is of the watertight variety and underneath the flooring are located three fuel tanks of 250 gallons total capacity and a water tank of 100 gallons. It was found possible to store a considerable quantity of gasoline in four gallon cans in the after locker and under the watertight cockpit floor. A short dodger was built over the forward portion of the cockpit and this proved a boon in the heavy weather met with during nine-tenths of the trip. Weighed before being fueled or provisioned the craft turned the scale at 10 tons 15 cwt.

As to the hazards of the trip the crew came to the conclusion that these were first the risks attendant on working bar harbors, second the possibility of running short of fuel and thirdly the risk of fire. It will be noticed that before the commencement of the trip all were confident of the performance of the motors and the behavior of the boat and nobody questioned the efficacy of the dead reckoning method of navigation. With a large and unprotected cockpit, Ruamano was not regarded as exactly an ideal boat with which to run the bar harbors for which the west coast of New Zealand enjoys unenviable notoriety. As these bars are often impassable for any class of boat for days at a time there was nothing for it but to carry ample gasoline so that if necessary the boat could steam slowly until such time as weather conditions warranted venturing on the bar—or else to continue on down the coast to the next harbor perhaps hundreds of miles further on. To minimize fire risks numerous cowl vents were fitted in the deck and several of these were piped to the bilges. Specially heavy tanks and piping were used and a number of large capacity fire extinguishers placed in handy positions about the craft. So much for the boat, which prior to starting out on the cruise was used on but two occasions for week-end trips of a couple of hundred miles apiece. As on both these trips very heavy weather was met and as both hull and motors were more than up to the job everyone was satisfied that Ruamano was ready for her long voyage.

After enjoying Christmas dinner ashore the five worthies who were to make the trip assembled at the Boathouse at Sentinel Road Beach. The crew comprising A. H. Court (owner and skipper) J. B. Johnston (navigator) R. Norton (providore and raconteur) J. Kelly (engineer) and C. J. Collings (builder and second engineer). The many friends who had assembled to view the start of the cruise were pressed into service to help load ship and at 5 p. m. all stores and thirty cases of gasoline had been dumped aboard. All farewells were then taken, and quietly and unobtrusively

Ruamano left Mr. Court's private jetty and set off to show what a New Zealand designed, built and engined craft could do.

It was a long trail that was being broken but at its commencement a well marked one for the thirty cases of gasoline that lay in the cockpit had to be emptied into the capacious tanks and as we adventured out into the Hauraki Gulf in our rapidly gathering Auckland dusk there gurgled behind us a gradually sinking chain of tins that emphasized to the homecoming yachtsmen that Ruamano was off. Shouts of farewell, cheers and good wishes floated to us from passing craft as we ran down the Rangitoto Channel. But there was work to be done and all hands were soon at it. There seemed to be more than double the amount of provisions, clothes, etc., needing stowage than there was room for but the exercise of a little care soon saw the ship cleared for action with everything properly stowed in case bad weather should be encountered. After a consultation it was decided to split the crew into two watches the navigator, engineer and providore forming one watch and the skipper and second engineer the other. The first leg was the run from Auckland to Russell (120 sea miles) and all hands were perfectly familiar with this stretch and experiencing ideal weather conditions Ruamano was off Cape Brett in the early dawn. Of late years Cape Brett and the nearby Bay of Islands has earned enviable and well merited notoriety as the best big game fishing grounds in the world. From the months of December until May in each year the waters of the Bay abound in all manner of fish. Hapuku or groper are abundant and schnapper literally gobble the bait. The shoals of sprats are chased by kahawai which in turn are the prey of swordfish, marlin, broadbill and all manner of sharks not forgetting the famous fighting mako shark. Not infrequently the surface of the ocean for many hundreds of yards around one is churned to fury as the fish are disturbed. Again too on bright days it is no uncommon sight to see a solid mass of fish covering many acres. Each year hundreds of tourists make the pilgrimage to Russell, the headquarters of the Bay of Islands, there to engage in this deep sea angling. In the season you will meet earls and baronets, millionaires and other lesser luminaries all intent on breaking a record, or if not at least securing the material for a fish story of surpassing merit. And there is this to be said that rarely does Russell let them down. The most notable visitor of 1926 was Zane Grey who caught some sixty big game fish of all varieties. Captain Mitchell, one of his party, secured a swordfish of 985 pounds weight while a mako shark caught, weighed only a few pounds less. The big fish are plentiful too, Zane Grey securing four in one day while on several occasions as many as eighteen mako sharks and swordfish of various types have been caught between sunrise and sunset. The fishing is carried out from open boats, the angler sitting at ease in a special type swivel chair as the craft slowly trolls or drifts. Live kahawai are used for bait and once a big fish is hooked there is a battle royal lasting for many hours and calling for the utmost skill on the part of the angler and boatman. Unhappily the season had not properly begun when Ruamano arrived and it was decided not to attempt such fishing. But some hapuku and schnapper were landed and a large thresher shark some ten feet long happened along and lived things up for a time. At 10 a.m. Ruamano put into Oruakawa where quite a number of Auckland craft were at anchor and then commenced a veritable round of visits and visiting. Our craft, spick and span in all her newness was the cynosure of all eyes while the old hands gave her a thorough and most critical inspection. But it was to Russell for gasoline that we were bound, and that evening saw us at the historic spot. At one time known as Kororareka and then the capital of New Zealand it is now but a village albeit a village round which centres much of the early history of the colony. There can be seen the old church in which the white residents of early New Zealand sought refuge when the Maoris were bent on mischief as they were often. The church is just as it was almost a century ago. It still has its loopholes, it still bears the marks of many a battle. More than one half of the population are the descendants of Archdeacon Williams, the grand old man of New Zealand history. A few miles away across the Bay is the old Russell settlement near which the treaty of Waitangi which secured the rights of the Maoris for all

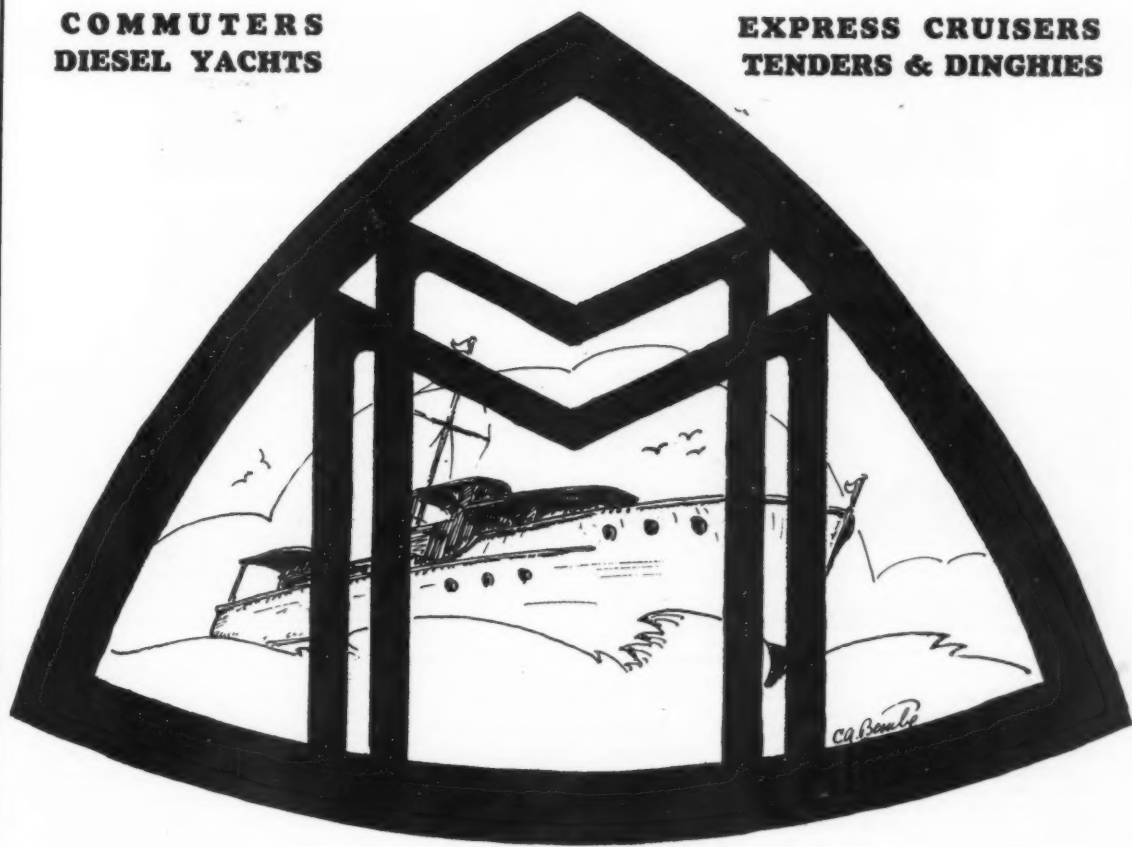
(Continued on page 70)

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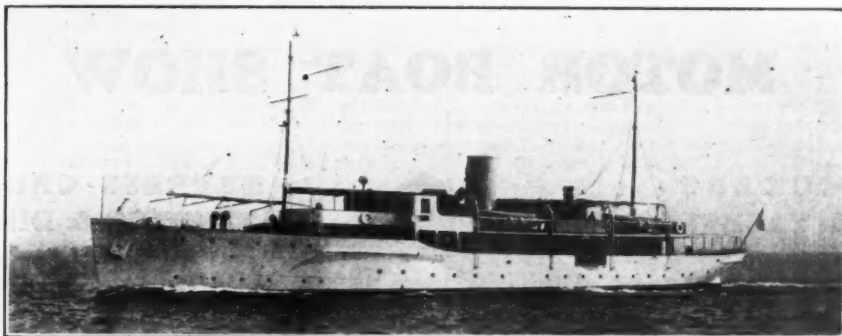


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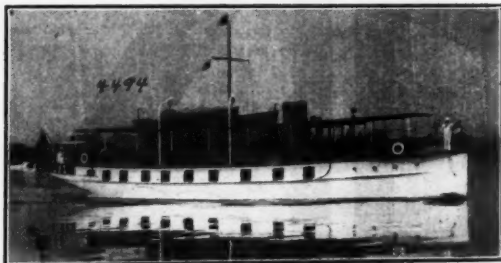
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NAVAL ARCHITECTS—MARINE INSURANCE—YACHT BROKERS
341 Madison Avenue, cor. 44th Street, New York

On this page are shown a few representative yachts selected from our large lists. Should none appeal, kindly acquaint us with your requirements. Full information regarding costs to build, purchase or charter yachts of all types gladly furnished.



No. 4649—FOR SALE—Famous ocean going twin-screw 172 ft. Diesel yacht. Speed up to 15 miles; two 350 H.P. Wintons. Cruising radius 10,000 miles. Continuous deckhouse, containing dining saloon, library and living room. Below six staterooms, four baths. All modern conveniences. Complete equipment. Has cruised around the world and proven to be a splendid seaboat, safe and comfortable for extended offshore voyages. The most attractive proposition on the market; price extremely reasonable. Cox & Stevens, 341 Madison Ave., New York.



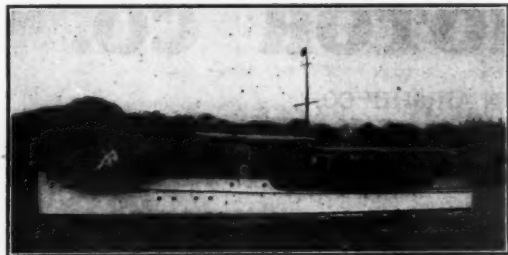
No. 4494—FOR SALE—Comparatively new 85 ft. Mathis houseboat. Speed 12-14 miles; 2 six cylinder 150 H.P. Speedway motors. Two double and two single staterooms, two baths and toilet rooms; large deckhouse containing combined living and dining room. Exceptionally well fitted and furnished; all modern conveniences. Only available as owner has built larger houseboat, similar type. Cox & Stevens, 341 Madison Ave., New York.

FLORIDA OFFICE

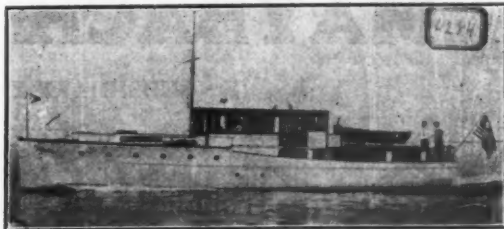
In charge of direct representative, **Clem Amory**, 103 North East 3rd Avenue, Miami, prepared to render service of any nature to our clients.



4356—FOR SALE—Exceptionally roomy twin screw Matthews bridge deck cruiser, 65' by 14'4" beam by 3'10" draft. Speed 12 miles per hour; two 40/60 H.P. motors; two double staterooms, dining saloon with two transoms, bath and two toilets. Enclosed bridge. Ideal for Florida cruising. Price and further particulars from Cox & Stevens, 341 Madison Avenue, New York City.



No. 4103—FOR SALE—Particularly attractive fast twin-screw 80 ft. cruising power yacht, recently built. Speed up to 17 miles; 2-150 H.P. six-cylinder Speedway motors. Accommodation includes dining saloon and deckhouse forward; aft two double staterooms, bath and two toilets. Large bridge on after deck. Built in best manner and is completely equipped. Price attractive. Cox & Stevens, 341 Madison Ave., New York.



4284—FOR SALE—Popular twin screw 56 ft. Elco cruiser. Speed 12 miles; two 50 H.P. motors controlled from deckhouse. Two staterooms, saloon and two toilet rooms below; social hall in deckhouse. All cabins large and airy making her suitable for cruising in warm climates. Price attractive. Cox & Stevens, 341 Madison Avenue, New York City.

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Yacht of approximately the following dimensions:

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My use of the boat would be as follows:

I am sending this memorandum to you with the distinct understanding that by so doing I incur no obligation whatever to you, and that I am free to do my yachting business where and as I please.

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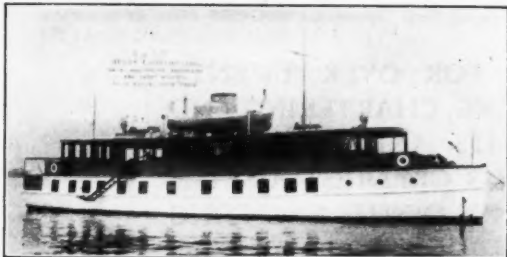
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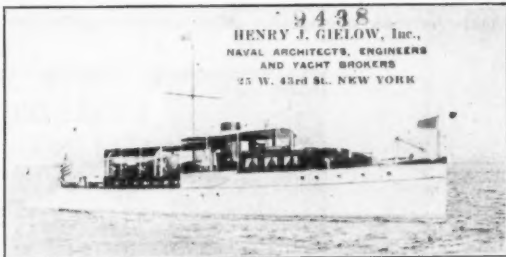
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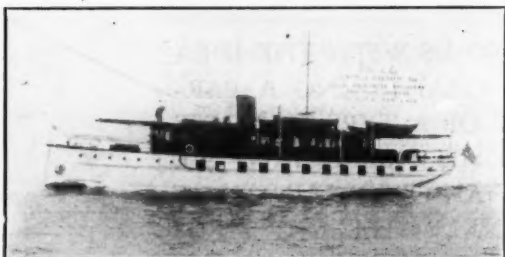
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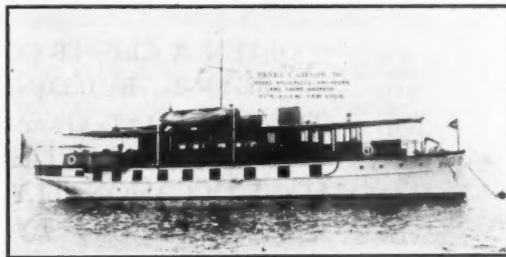
No. 9475—For Charter—This attractive 85-foot twin-screw houseboat with splendid crew; two large double, two single staterooms; 3 bathrooms; deck salon 28' x 13', all teak trim. Speedway motors, speed 12-13 miles, no vibration. All modern conveniences and in excellent condition. Henry J. Gielow, Inc., 25 West 43rd Street, New York, N. Y.



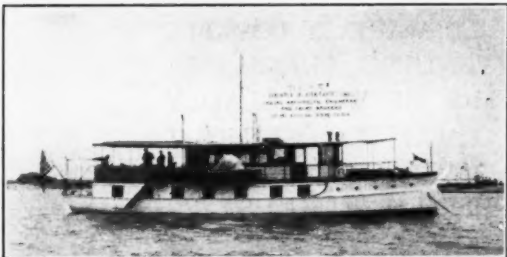
No. 9438—For Sale—High-class 75-foot twin-screw cruiser, built by Consolidated Shipbuilding Corporation. Deck dining salon, three staterooms, two toilet rooms with shower baths, two Speedway motors, speed up to 18 miles. All in fine condition. Henry J. Gielow, Inc., 25 West 43rd Street, New York City.



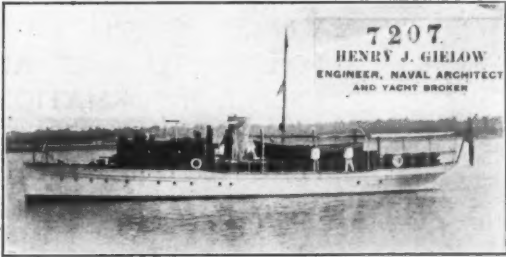
No. 9426—For Sale or Winter Charter—Modern 98' twin-screw cruising houseboat, built 1925. Speed 12-14 miles; two Winton motors. Accommodations include two double, three single staterooms, three bathrooms, large dining room and living room on deck. Beautifully furnished and fitted. An unusual offering. Price and further particulars from Henry J. Gielow, Inc., 25 West 43rd Street, New York City.



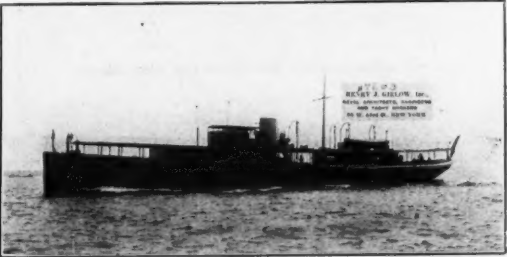
No. 9425—For Sale—Handsome 84-foot cruising houseboat; large deck house containing dining and living room. Three double, single and maid's stateroom. Three bathrooms, also crew bath; two six cylinder Speedway motors; speed, 12 miles. Furnishing and equipment in excellent condition. Price attractive. Henry J. Gielow, Inc., 25 West 43rd Street, New York.



No. 9685—For Sale—Popular 65-foot Mathis Houseboat. Owner is anxious to sell. Built 1924; three staterooms; bath; two toilets; large deck salon; Standard motors, speed 11-12 miles. We also offer sister boat located New York at an attractive price. Investigate these offerings. Henry J. Gielow, 25 West 43rd Street, New York, N. Y.



No. 7207—For Sale—Desirable 82'0"x14'6"x3'0" twin-screw power yacht, in finest condition. Dining salon in deck house, two double and two single staterooms, bathroom and extra toilet room. Two Speedway motors; speed, 12 to 13 miles. Attractively furnished and fitted, in commission for immediate use. Price and further particulars from Henry J. Gielow, Inc., 25 West 43rd Street, New York City.



No. 7603—For Sale—Modern 145'x20'3"x7'6" twin-screw Diesel of this type for immediate purchase. There are two deck houses, forward one contains dining salon, pantry; after deck house has owner's stateroom and large living room. Accommodations below provide two double and two single staterooms, two bathrooms, extra toilet room. Winton motors. Speed, 15 miles. Excellent seaboat, suitable for extensive off-shore cruising. Henry J. Gielow, Inc., 25 West 43rd Street, New York City.



No. 7132—For Sale—Handsome 62-foot twin-screw express cruiser, in excellent condition. Large deck salon, two double staterooms; also two Pullman berths in salon forward. Bathroom and extra toilet room. Two 150 h.p. Speedway motors; speed, 20 to 22 miles. Interior finish all of mahogany. Further particulars from Henry J. Gielow, Inc., 25 West 43rd Street, New York City.

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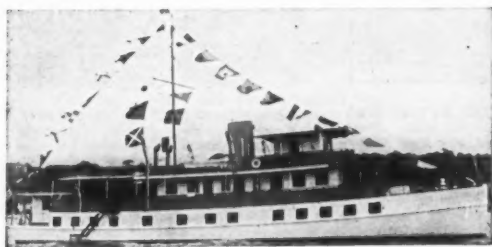
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NEW YORK CITY

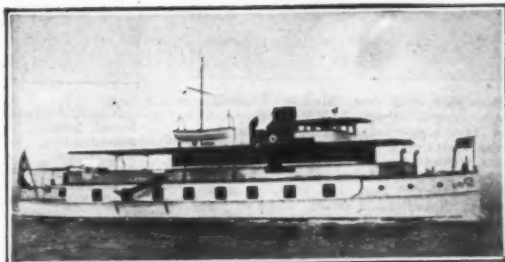
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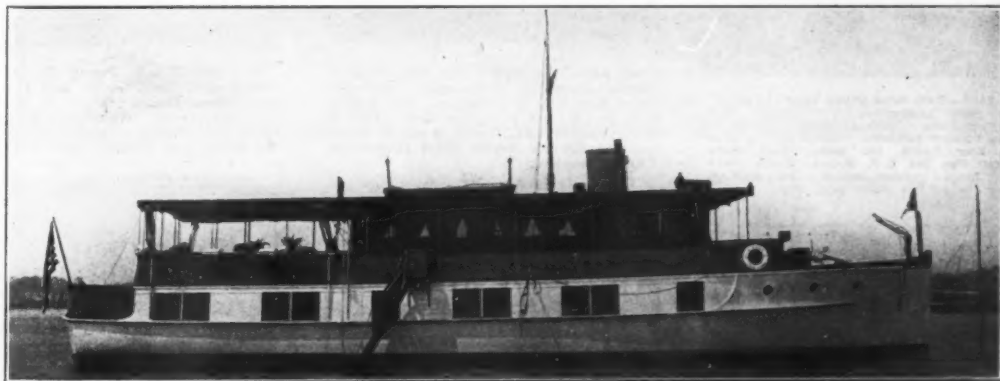
Offer ALL OF THE DESIRABLE YACHTS AVAILABLE FOR SALE AND CHARTER, SOME OF WHICH ARE ILLUSTRATED BELOW



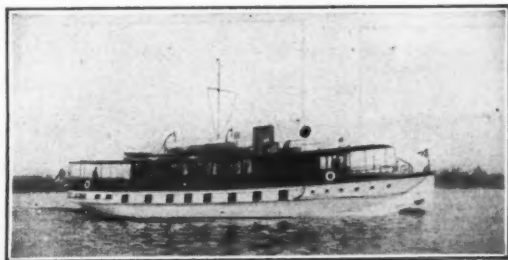
No. 1941—Sale, charter, houseboat, 100'x23'x4'. Six staterooms, 4 bathrooms, dining and deck sitting rooms.



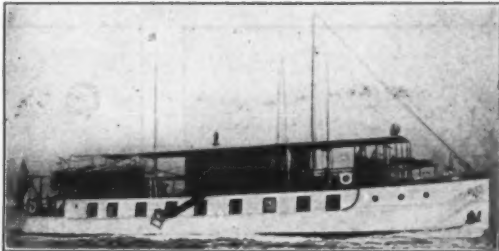
No. 1965—Sale or Charter—Very desirable 99' houseboat, three double staterooms, two single staterooms, three bathrooms, dining saloon and lounging room.



No. 1970—For Sale—This very desirable 75-foot houseboat. Four staterooms, sleeping 6 people; very large deck saloon, two bathrooms, etc.



No. 1990D—For Charter—February and March—Brand new 93' Mathis houseboat; five staterooms, three having two beds each, three bathrooms; large living and dining room on deck. Powered with two 150 H.P. Winton motors.



No. 1912—For Sale or Charter—Desirable houseboat, 77'x17'6"x3'6". Four staterooms, 2 bathrooms, main saloon and deck saloon.

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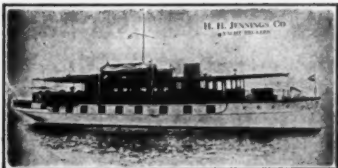
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New York City

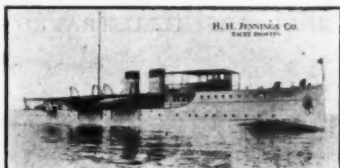
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No. 4565—85-foot Mathis Houseboat. Twin screw. Built 1924. Three double and two single staterooms. Large deckhouse containing dining saloon and living room. Pilothouse forward. Three bathrooms. Splendid accommodations for crew. Large galley. Two 100 H.P. Speedway motors. Speed, 12-13 miles. Electric plant. Up-to-date with all modern conveniences.



No. 4516—Twin Screw Oil Burning High Speed Steam Yacht. 225 ft. long. Steel construction. Two double and four single staterooms. Two deckhouses containing dining saloon and living room. Four toilets and two bathrooms. Speed up to 32 knots. Large cruising radius. Splendid seaboat.



No. 2733—67 ft. Twin Screw Power Yacht. New 1926. Two double staterooms. Two berths in saloon. Transom berth in deckhouse. Two toilets and bath. Beautifully finished in mahogany. Good crew's quarters. Two 100 H.P. Sterling Motors. Speed 14-15 miles. Electric plant. All modern conveniences. Splendid proposition.



No. 2683—Twin Screw Power Yacht 137'x18'6" x5'6". Steel construction. Two double, three single, staterooms. Berth in lobby. Dining saloon in forward deckhouse. Social hall in after house. Four toilets, two baths. Good crew's quarters. Two 280 H.P. Motors. Speed 14-16 miles. Large cruising radius. Ice machine. Electric Plant. Hot water heat, etc.



No. 2486—Twin Screw 54-ft. Elco Cruiser. Double stateroom. Two upper and two lower berths in main saloon. Two toilets. Two berths and toilet for crew. Two 42 H.P. Elco Motors. Speed 12 miles. Starting and lighting outfit. Good proposition. Price attractive.



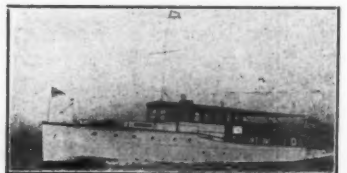
No. 2684—75-foot Power Yacht, practically new. Two double and two single staterooms. Dining saloon in deckhouse. Two bathrooms. Good crew's quarters. 75-100 H.P. motor. Speed 11 miles. Electric lights, etc. Strictly first-class outfit.



No. 2493—Twin Screw 65-foot Cruiser. Two double staterooms, berth in dining saloon. Large deckhouse contains saloon with berth and pilothouse. Two toilets and bath. Two 50-60 H.P. motors. Speed, 12-13 miles. Good galley and crew's quarters.

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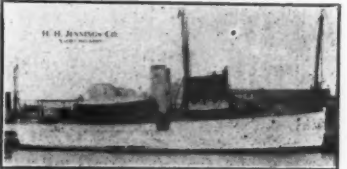
No. 2779—Twin Screw 56-foot Elco Cruiser. Three staterooms. Two upper and two lower berths in main cabin. Large deckhouse. Two toilets and bath. Two berths and toilet for crew. Two 42 H.P. Elco motors. Speed, 12 miles. Electric plant, electric windlass, etc. Splendid proposition.



No. 2632—65-ft. Twin Screw Express Cruiser. Two double staterooms. Two upper and two lower berths in main cabin. Two toilets and bath. Two 300 H.P. Sterling Motors. Speed up to 27 miles. Universal Lighting Plant, etc. Splendid proposition.

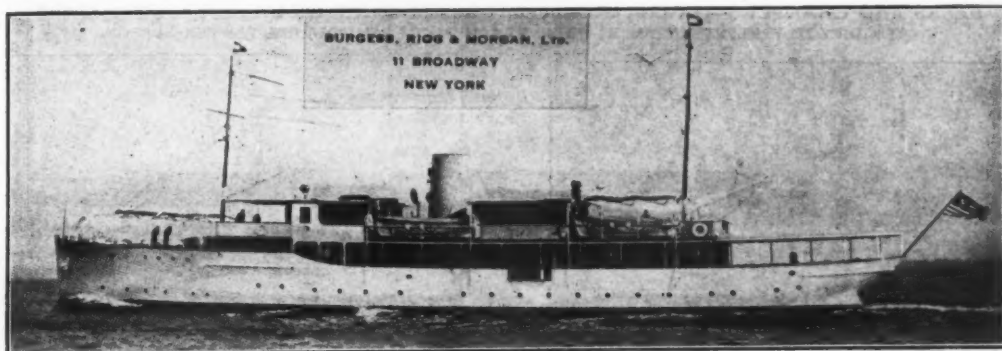


No. 2687—Baby Gar Runabout 33 ft. long. Built 1924. Mahogany hull scraped down to bare wood in 1926 and twelve coats of varnish applied. All brass work nickel plated. 250 H.P. Liberty Motor rebuilt 1926. Made 60 miles per hour on trial. Everything in strictly first-class condition and very complete. Owner anxious to sell as he has larger boat.

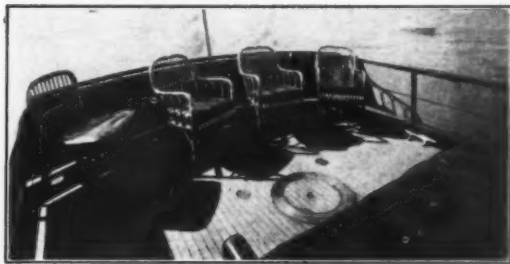
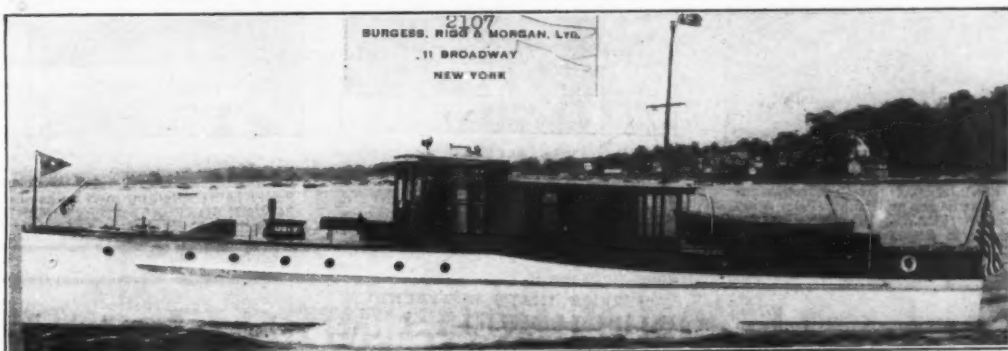


No. 2791—Diesel power yacht 61'6"x14'4"x5". Built 1924. Strongly constructed. Frames 6"x6". Planking 3 inch Long Leaf Yellow Pine. Double stateroom. Four berths in main cabin. Pilothouse, bathroom, etc. 60 H.P. diesel Motor. Frigidaire ice machine. Arrola hot water heater. Two generators, Delco and Universal. Speed 10 miles.

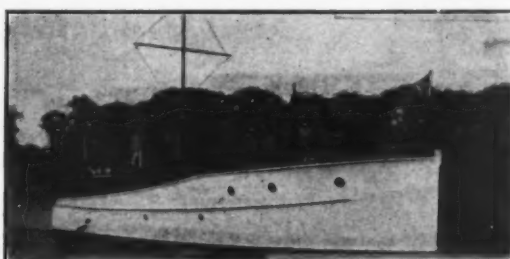
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FOR SALE OR CHARTER—No. 2107—Now in Florida. Express cruiser built last winter. Dimensions, 75x14x3'6". Double planked. Has two 350 H.P. Winton Engines giving speed of 30 m.p.h. Large and comfortable cruising accommodations for owner's party of six. Dining saloon in deck house. Bathroom with shower. Price, etc., from BURGESS, RIGG & MORGAN, Ltd., 11 Broadway, New York City.



FOR SALE—No. 3163—Express day cruiser of modern sedan type. Dimensions 46'8"x25'4"x3'2" draft. Built 1924. Double planked with mahogany. Finest construction possible. Has large bridge deck and also forward cockpit. Van Dierck motor giving speed of 25 M.P.H. Perfect condition throughout. Price and particulars from Burgess, Rigg & Morgan, Ltd., 11 Broadway, New York City.

FOR SALE—No. 3329—Dimensions 53'x15'x3' draft. An ideal boat for Northern or Southern cruising. Accommodations for eight. One man control. Standard motor. Large comfortable enclosed deckhouse. All in perfect condition. Full inventory. Ready to use. Apply to Burgess, Rigg & Morgan, Ltd., 11 Broadway, New York City.

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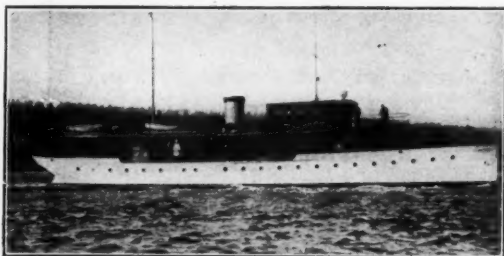
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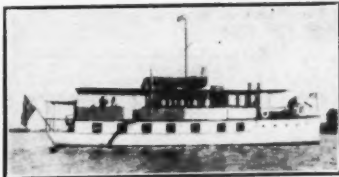
No. 768—FOR SALE—120' Light Draft Steel Cruiser. Best design and build. Twin-screw. Splendid accommodations. Now in commission. Best yacht of its size and type available. FRANK BOWNE JONES, Yacht Agent, 25 Broadway, New York.



No. 7817—FOR SALE OR CHARTER—100' Twin-screw Power House Yacht. Winton motors. Accommodations include 5 staterooms and three baths. Large deck saloon with separate dining and living rooms. Ideal for Southern and Northern waters. FRANK BOWNE JONES, Yacht Agent, 25 Broadway, New York.



No. 1876—FOR SALE—74' Houseboat Cruiser. Twin-screw. Excellent accommodations. Best design and build. Price away below value. FRANK BOWNE JONES, Yacht Agent, 25 Broadway, New York.



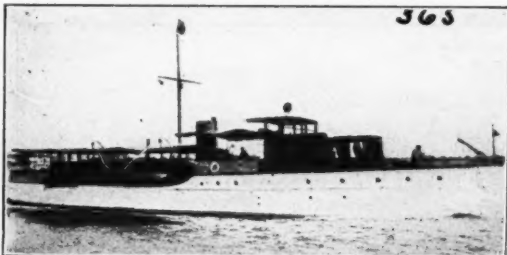
No. 7614—FOR SALE or CHARTER—65' Power House Yacht, built by Mathis. Twin screw; large deck saloon; three double staterooms and dining salon. FRANK BOWNE JONES, Yacht Agent, 25 Broadway, New York.



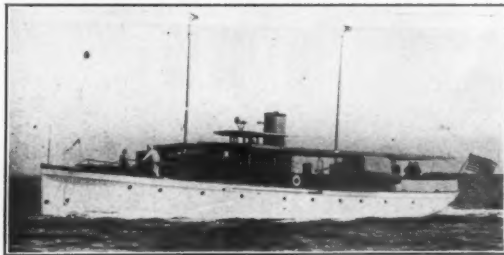
No. 7291—FOR SALE—42' Express Day Boat. Delivery in Florida. Twin screw; Purdy built; speed up to 27 miles. FRANK BOWNE JONES, Yacht Agent, 25 Broadway, New York.

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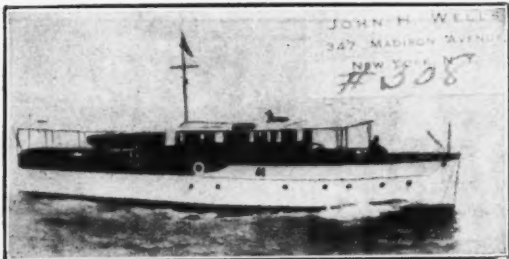
347 MADISON AVENUE, NEW YORK CITY. TELEPHONE MURRAY HILL 3126



No. 365—FOR SALE—Cruising power yacht, 93 ft. x 15 ft. x 4 ft. 6 in. Powered with two 6-cylinder Wintons, 80 H. P. each. Installed 1921. In perfect condition. Speed, 12-14 miles per hour. Owner's accommodations, two double and one single staterooms, one bath, two toilets. Lounging room below deck, dining saloon and galley in deckhouse. Everything about boat in perfect condition. Further particulars—John H. Wells, Inc., 347 Madison Avenue, N. Y. City.



No. 511—FOR SALE—One of the finest cruisers now available. 90 ft. over all, 16 ft. beam, 6 ft. 1 in. draft. Powered with 2 6-cyl. 6 1/2 x 9 Winton Engines which have been recently overhauled. Speed 12 M.P.H. Accommodations consist of 2 large double staterooms, 2 single staterooms, 1 bath and 2 toilets. Dining saloon and galley in deckhouse. Deckhouse finished in mahogany. The entire boat was entirely overhauled and refinished throughout in June at a great expense to the owner, who, because of change of plans, wishes to dispose of her. Further particulars, John H. Wells, Inc., 347 Madison Avenue, New York.



No. 308—FOR SALE—Twin screw Raised Deck Cruiser built in 1923. 65 ft. over all, 14 ft. 10 in. beam, 4 ft. draft. Powered with two six cylinder Scripps gas engines installed new July, 1926. Speed 12 to 14 m.p.h. Two double staterooms, one bath, two toilets; dining salon and galley below. Large deckhouse. Fully furnished and equipped. Inspection New York. Price and further particulars John H. Wells, Inc., 347 Madison Ave., New York City, N. Y.

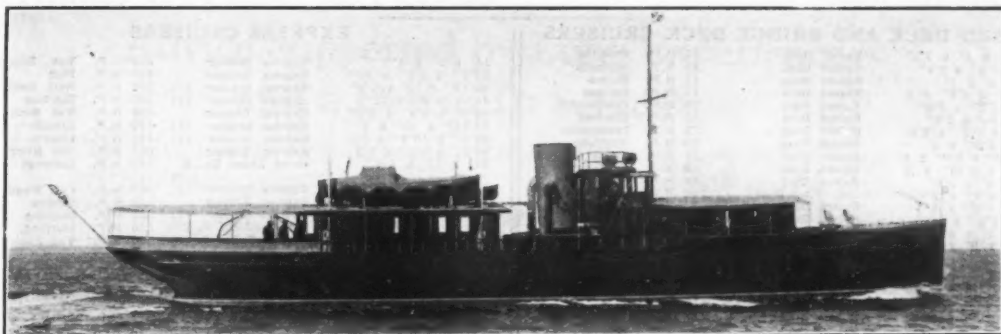


No. 637—FOR SALE—Twin screw Express Cruiser, built and designed under our supervision this year. Has two 6 cyl. 300 H.P. Sterling Coast-guard motors. Deck control. Complete living accommodations for six in addition to comfortable crew quarters. Roomy deckhouse. Hot and cold water throughout. One of the season's best buys. John H. Wells, Inc., 347 Madison Ave., New York City.

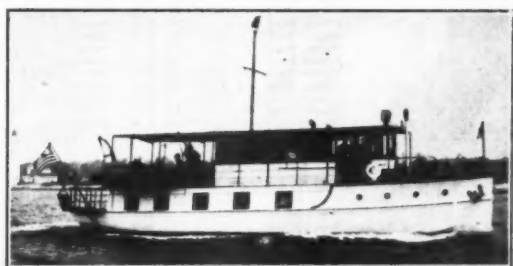
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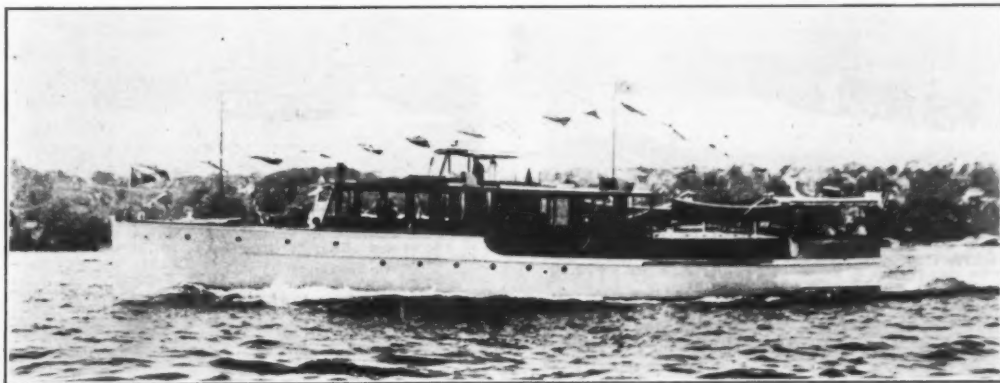
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26'10" x 7' x 3'3"	Raised Deck	24 H.P.	Redwing
26' x 7'6" x 2'6"	Raised Deck	25 H.P.	Kermath
28' x 9' x 3'	Raised Deck	12 H.P.	Relax
28'10" x 8'6" x 3'	Raised Deck	15 H.P.	Scripps
28' x 7'2" x 2'6"	Raised Deck	20 H.P.	Continental
29' x 8' x 2'6"	Raised Deck	35 H.P.	Sterling
31'4" x 8'6" x 2'6"	Raised Deck	25 H.P.	Loomobile
31' x 8'6" x 3'	Bridge Deck	25 H.P.	Keystone
31'10" x 9'8" x 3'	Raised Deck	24 H.P.	Palmer
32'4" x 8'10" x 3'	Raised Deck	40 H.P.	Wisconsin
33' x 8' x 2'6"	Raised Deck	40 H.P.	Fay & Bowen
34' x 8'6" x 2'6"	Con. Play Boat	200 H.P.	Hall Scott
35' x 8'6" x 3'	Raised Deck	14 H.P.	Harris
35' x 9'3" x 3'6"	Raised Deck	65 H.P.	Kermath
35' x 8' x 2'6"	Raised Deck	40 H.P.	Gray
35'2" x 8' x 3'	Raised Deck	30 H.P.	Peerless
35' x 9'4" x 3'	Raised Deck	30 H.P.	Fay & Bowen
36' x 8'6" x 2'6"	Raised Deck	24 H.P.	Redwing
36' x 9' x 3'	Raised Deck	40 H.P.	Sterling
36'7" x 10' x 3'6"	Raised Deck	40 H.P.	Fay & Bowen
38' x 9'6" x 3'	Raised Deck	30 H.P.	Lathrop
38' x 9' x 3'	Raised Deck	40 H.P.	Doman
39' x 7'10" x 3'	Raised Deck	60 H.P.	Buffalo
40' x 11' x 3'6"	Ens. Bridge Deck	42 H.P.	Frisbie
40' x 10' x 3'	Raised Deck	35 H.P.	Falt
40' x 9' x 3'6"	Raised Deck	(2) 20 H.P.	Kermath
41'6" x 10' x 3'3"	Bridge Deck	43 H.P.	Lathrop
41'5" x 9'10" x 3'	Eleo Cruiser	42 H.P.	Eleo Marine
43' x 9' x 3'6"	Bridge Deck	150 H.P.	Speedway
43'6" x 11' x 2'6"	Bridge Deck	80 H.P.	Buffalo
44' x 11' x 3'6"	Bridge Deck	70 H.P.	Hall Scott
44' x 10' x 3'	Bridge Deck	160 H.P.	Stearns
45' x 10'6" x 3'4"	Eleo Cruiser	47 H.P.	W.S.M.
49'11" x 11' x 3'	Bridge Deck	150 H.P.	Speedway
49'10" x 10'8" x 3'6"	Ens. Bridge Deck (2)	100 H.P.	Kermath
50' x 12' x 3'6"	Bridge Deck	37 H.P.	Standard
50' x 11'6" x 3'	Bridge Deck	(2) 70 H.P.	Maybush
51' x 10'3" x 4'3"	Bridge Deck	150 H.P.	Speedway
53' x 10'6" x 4'	Bridge Deck	40 H.P.	Lathrop
54' x 11'2" x 3'2"	Bridge Deck	50 H.P.	20th Century
54' x 13' x 3'	Eleo B. D.	(2) 42 H.P.	Eleo Marins
60'5" x 12'7" x 3'6"	Bridge Deck	(2) 150 H.P.	Speedways
60'3" x 11'6" x 3'9"	Bridge Deck	60 H.P.	Scripps
61' x 13'6" x 5'	Matthews B.D.	85 H.P.	Winton
63' x 12'9" x 3'6"	Bridge Deck	50 H.P.	Hettinger
65' x 13'2" x 3'6"	Bridge Deck	150 H.P.	Speedway
65' x 13' x 4'	Bridge Deck	90 H.P.	Sterling
68' x 15'4" x 4'	Bridge Deck	(2) 65 H.P.	Mianus
71'8" x 15' x 4'	Bridge Deck	(2) 94 H.P.	Sterling
74' x 17' x 3'	Bridge Deck	(2) 50 H.P.	20th Century
80' x 11'10" x 4'8"	Herreshoff B. D.	(2) 180 H.P.	Speedway
82' x 14'6" x 3'	Bridge Deck	(2) 115 H.P.	Speedways
83'9" x 14' x 4'	Bridge Deck	(2) 75 H.P.	20th Century

EXPRESS CRUISERS

36' x 9' x 3'	Express Cruiser	150 H.P.	Van Blerck
37'6" x 9'6" x 3'6"	Express Cruiser	300 H.P.	Flat
42'10" x 10' x 2'6"	Express Cruiser (2)	200 H.P.	Hall Scott
45' x 11'6" x 4'2"	Express Cruiser (2)	300 H.P.	Sterling
46'6" x 9'6" x 3'3"	Express Cruiser	260 H.P.	Van Blerck
49'11" x 10' x 3'	Express Cruiser (2)	450 H.P.	Liberty
50'8" x 10'9" x 3'	Express Cruiser (2)	450 H.P.	Liberty
50'6" x 8'6" x 3'2"	Express Cruiser	185 H.P.	Van Blerck
54' x 11' x 3'4"	Great Lakes Ex. C.	100 H.P.	Lathrop
57' x 11' x 3'11"	Express Cruiser (2)	300 H.P.	Falt Wood
58' x 12' x 3'6"	Express Cruiser	140 H.P.	Stearns
62'4" x 11'3" x 3'	Express Cruiser (2)	225 H.P.	Sterling
66' x 11'4" x 3'2"	Herreshoff Ex. C.	290 H.P.	Sterling
66' x 11'6" x 3'	Herreshoff Ex. C. (2)	200 H.P.	Van Blerck

HOUSE BOATS

45' x 14'6" x 3'6"	House Boat	75 H.P.	Frisbie
45' x 13'5" x 3'	Mathis H.B.	45 H.P.	Scripps
45' x 12' x 4'	House Boat	40 H.P.	Palmer
48' x 14' x 3'3"	House Boat	45 H.P.	Murphy & Tres
50' x 14'6" x 3'3"	House Boat	128 H.P.	Sterling
50' x 14'3" x 3'	House Boat	97 H.P.	Sterling
52' x 14' x 3'	Mathis H.B.	37 H.P.	Standard
52' x 14' x 3'	Mathis H.B.	37 H.P.	Standard
63' x 16' x 3'	House Boat	(2) 50 H.P.	20th Century
65' x 14'11" x 4'6"	House Boat	35 H.P.	Palmer
65' x 14' x 4'	House Boat	(2) 60 H.P.	Standard
70' x 17' x 3'	House Boat	35 H.P.	Palmer
71'5" x 16'5" x 3'8"	House Boat	90 H.P.	Standard
74' x 17' x 3'	House Boat	(2) 50 H.P.	20th Century
80' x 16'2" x 2'10"	House Boat	(2) 50 H.P.	Sterling
80' x 17'6" x 3'	House Boat	(2) 70 H.P.	Standards
80' x 18' x 3'6"	House Boat	(2) 65 H.P.	Lathrop
85' x 17'6" x 3'8"	Mathis H.B.	(2) 100 H.P.	Speedways
103' x 22' x 8'	House Boat		(no engine)

AUXILIARIES

29' x 9' x 1'6"	Aux. Bloop	6 H.P.	Liberty
31' x 10'9" x 3'2"	Aux. Ketch	18 H.P.	Doman
40' x 10' x 3'	Bugeye Schooner	7 H.P.	Regal
43' x 12' x 4'	Aux. Yawl	35 H.P.	Peerless
45' x 13'6" x 4'6"	Aux. Schooner	14 H.P.	Hill Deloit
50' x 13'7" x 6'2"	Aux. Schooner	16 H.P.	Lathrop
63'6" x 15'6" x 4'	Marooni Yawl	40 H.P.	Scripps
77' x 17'6" x 8'	Aux. Schooner	65 H.P.	Standard

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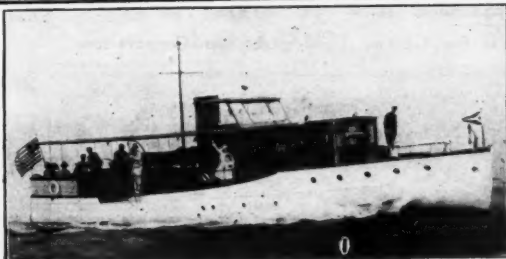
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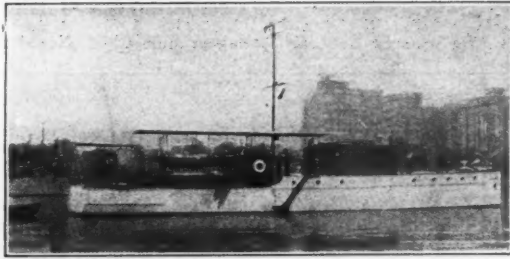
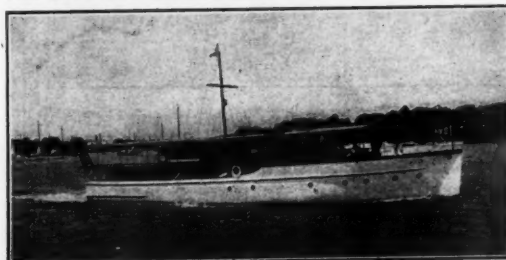
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No. 1061—For Sale—60'x18'6"x3'6" twin-screw deckhouse cruiser, new 1926. Two double staterooms and bath. Attractive deck dining saloon. Large galley, separate crew's quarters for 3. Engine room separated by watertight bulkheads. Powered with two 6-cylinder Sterling Chevrons. Speed 15 miles. Complete equipment, separate electric light plant, bilge pumps, windlass, hot and cold running water, etc. Staunchly built, good seaboat and salt water fitted throughout.



No. 985—For Sale—73'x18'6"x3'6" twin-screw cruiser. Recent build. Two single and one double stateroom. Two toilets with showers. Dining saloon and deckhouse. A beautiful boat, mahogany finish throughout and as good as new. Henry C. Grebe & Co., Inc., 400 N. Michigan Ave., Chicago, Ill.

No. 1107—For Sale—Twin screw cruiser. Recent construction. 65'x14'6"x4. Two double staterooms, large saloon, 2 toilets and bath in owner's quarters. Sleeps eight. Sterling engines. Speed 15 miles. Price attractive. Henry C. Grebe & Co., Inc., 6 N. Michigan Ave., Chicago, Ill.



No. 548—For Sale—Attractive bridge deck power cruiser. 65 ft. x 13 ft. x 4 ft., 8 in. draft. Thoroughly modern and splendid seaboat. Bargain for immediate sale. Henry C. Grebe & Co., Inc., 6 North Michigan Ave., Chicago, Ill.

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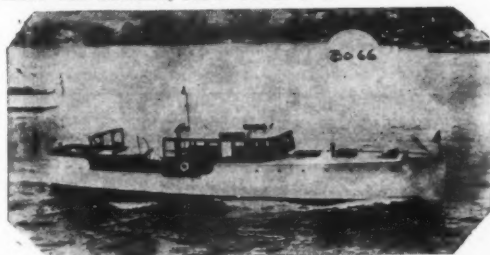
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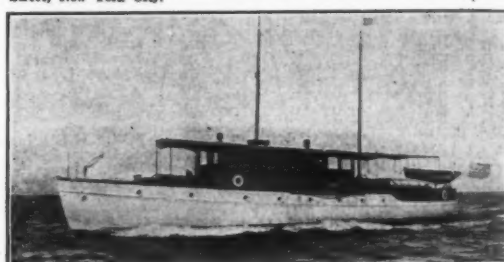
No. 3066—For Sale—Twin-screw motor yacht, 16'x14'x3'9" draft. Two six-cylinder Speedway motors, new 1925. One of the most desirable boats of her type now available. Sleeps six comfortably. New York inspection. For further particulars consult R. M. HADDOCK, 50 East 42nd Street, New York City.



No. 415 For Sale. Herrschhoff day cruiser 50 x 11 x 3' 9" draft. Four cylinder, Standard motor, speed up to 12 miles per hour. Large roomy cockpit and small cabin forward, containing two ransom berths, toilet and galley. Fine sea boat and can be purchased at a very attractive figure. For further particulars regarding price, etc., consult R. M. HADDOCK, Naval Architect and Yacht Broker, 50 East 42nd Street, New York City.



No. 4235—For Sale—One of the best 40-foot day cruisers now on the market. 100 h.p. Stearns motor, speed up to 15 miles per hour. Large cockpit amidship with Sedan cabin aft, fitted with two transom berths, toilet and galley. Built by one of the very best builders in the vicinity of New York. Heavy construction and a good sea boat. Price very reasonable, for quick sale. For further particulars apply R. M. HADDOCK, Naval Architect and Yacht Broker, 50 East 42nd Street, New York City.



No. 3038 For Sale. Twin screw motor yacht, 55 x 14 x 5' draft. Two Heavy duty Murray Tragartha motors in perfect condition. Accommodations consist of two double and one single stateroom and complete bath room; dining saloon in deck house. This yacht has cruised to Labrador and is ideal for Coast wise or ocean sailing. Construction extremely heavy. For further particulars regarding price, etc., consult R. M. HADDOCK, Naval Architect and Yacht Broker, 50 East 42nd Street, New York City.

THE MOTOR BOATING MARKET PLACE

The rate for "For Sale" and "Want" advertisements is 8 cents per word, minimum \$2.00. If an illustration is used, the charge is as follows, which includes the making of the cut:

Cut one inch deep, two inches wide..... \$ 5
 Cut 1½ inches deep, three inches wide..... \$12
 Cut 2½ inches deep, four inches wide..... \$20
 Cut 3½ inches deep, six inches wide..... \$25

Classified advertisements set entirely in small, light face type.

No extra charge for capitals. Bold face type used at display rate, \$15 per inch, single column. New advertisements can be accepted up to twelfth of month for following issues.

Opportunities for the Motor Boatman

Before you buy or before you sell examine the exceptional buying and selling opportunities under this heading. They comprise the best offers of the month. Please mention MoToR Boating.

MoToR Boating, 119 West 40th St., New York

DAVID S. BECHTEL

Naval Architect and Engineer

YACHT BROKER

MARINE INSURANCE

Telephone: Lombard 5434

136 SOUTH FOURTH STREET

PHILADELPHIA, PA.

YACHTS OF ALL TYPES FOR SALE AND CHARTER; some very excellent bargains, located near Philadelphia, New York and other nearby places.

DIESEL YACHTS, steel or wood; **AUXILIARY SCHOONERS** for offshore cruising or shoal waters; **MOTOR CRUISERS**, of any type or speed. **DESIGNED** and **SUPERVISED** at one rate according to Y. A. & B. A. rules; backed by twelve years of extensive **MARINE** work of all kinds.

SKETCHES of individual requirements prepared, estimates obtained and submitted at a very reasonable figure.

DIESEL CONVERSION a specialty. **TUGS, WORK BOATS** and other **COMMERCIAL VESSELS**.

DESIGNS

BROKERAGE

INSURANCE

WANT to buy eight-cylinder Packard Marine engine without reverse gear to run generator. Please state age, price, etc. Address 200, care MoToR Boating.

WANTED—Runabout, 30 M.P.H. or better. Give full particulars and lowest cash price in first letter.

ASSOCIATION OF COMMERCE CAFE,
Grand Rapids, Mich.

WANTED—Motor boat, about 30 ft., hunting or trunk cabin preferred; 4-cycle motor; no junk. F. Ludder, 213 East 179th Street, New York City.

BOOK OF BARGAINS—Used and some brand new motors—5 to 50 H.P.; one 90 H.P. Six; guaranteed one year. Priced to sell quick during the slack season. Write today. Gray Marine Motor Co., Lafayette Avenue, Detroit, Mich.

FOR SALE—38 foot raised deck cruiser—two years old—fully equipped, very high class boat, can be seen at Abram's Ship Yard, Huntington, Long Island. Inquire Box 21, Huntington, Long Island.

WANT—Either one or two Winton W-5 engines or similar, heavy duty equipment. Do not care to consider new, but want good second-hand ones. Please write, giving age, condition, etc. Address 203 MoToR Boating.

Twin screw pair 8-cylinder model M Speedway engines in good condition. Cheap to prompt cash buyer.
BRUNS KIMBALL & CO.
50 West 17th Street New York City

FOR SALE—In Maine, 26-foot mahogany sea sled, two Van Blerck 100 H.P. C6 motors, 2 surface propellers, and all fittings for complete boat. Any reasonable offer for any part accepted. J. Fred Sawyer, Greenville, Maine.

Trimount Rotary Hand Bilge Pumps
All bronze composition. 4 sizes.
Capacities 6 to 20 gals. per min.
Require no priming
Turn handle—create vacuum—get water at once.
TRIMOUNT ROTARY POWER CO.
234 Whiting Avenue East Dedham, Mass.
Mfrs. Hand and Power Pumps, High Vacuum Pumps, Whistle Blower Outfits.

FOR SALE—Red Wing Thorobred, 1916 Model F, 28 H.P., reverse gear, magneto, aluminum base, \$225. WM. E. WETTERLIN, Diamond Bluff, Wis.

FOR SALE OR CHARTER
36-ft. Raised Deck Cruiser. Built extra heavy for deep sea work. 290 H.P. Special Sterling Engine. Water tight bulkhead. Mahogany finish throughout. Sleeping quarters separate from rest of boat. Power tender. Immediate delivery.
This boat is practically brand new and is one of the finest afloat of her type.
Box No. 1, MoToR Boating.

Four-Cylinder Four-Cycle with Gears
12-H.P. Universal unit plant, 2½x4..... \$155
12-H.P. Niagara unit plant, 2½x4..... 145
20-H.P. Gray unit plant, 1926 Model Z with electric starter and generator..... 275
20-H.P. Dunn, 4½x5..... 115
20-25-H.P. Kermath unit plant, 1924 with electric starter and generator, 4x4..... 395
30-H.P. Erd, 4x6..... 295
35-H.P. Red Wing unit plant, 4½x5..... 265
35-H.P. Doman, 4½x6—new..... 335
50-H.P. Automatic, 6½x8—New..... 675
Two-Cylinder Four-Cycle with Gears
12-H.P. Portage, 4x5..... \$65
15-H.P. Truscott, 5x6..... 95
15-H.P. Doman, 5x6..... 105
and others.
18-25-H.P. Pierce-Budd 3-cyl. and gears.... \$195

FOR SALE: New 17' 40-mile hydroplane hull, Spitfire design; also a 50-mile hydroplane 30' runabout. THEODORE BOLDEFELD, 1917 North Second Street, St. Charles, Mo.

FOR SALE—Used Evinrude, Johnson and Lockwood Ash Outboard Motors, Late Models, Reasonable Prices and Guaranteed Motors. R. L. SHAND, Plainwell, Mich.

FOR SALE—200 h.p. Sterling Model FS 8-cylinder motor 5½ bore by 6¼ stroke. perfect condition, weight 2400 lbs., 120 h.p. at 800 r.p.m.; 150 h.p. at 1000 r.p.m.; 180 h.p. at 1200 r.p.m.; 200 h.p. at 1400 r.p.m.—with full equipment including electric starter and generator. Cost \$3,500—will sell for \$1,650. This motor would be an ideal proposition for a cruiser or house boat or could be used for a large runabout. Robert E. Henry, 27 Pine Street, New York. Telephone John 3456.

Hall-Scott Engines
Also large stock guaranteed rebuilt two-cycle engines—all sizes—low prices.

BADGER MOTOR COMPANY
Milwaukee, Wisconsin

"KERMATH" REBUILT MOTORS—Overhauled and guaranteed for a period of one year.
Two 12-H.P. Unit F—Each..... \$350
One 16-H.P. Unit F..... 375
Two 20-H.P. Unit F—Each..... 400
One 35-H.P. B.E.F..... 750
One 50-H.P. B.E.F..... 850
One 65-H.P. B.E.F..... 950
Two 100-H.P. B.B.E.—Each..... 1,050
KERMATH MFG. CO., Detroit, Michigan

FOR SALE—"International Thirty-Two" raised deck standardized cruiser, used one year. Price, \$3,500.00. International Shipbuilding & Marine Engineering Corp., Nyack, N. Y.

SCRIPPS F-6, 6-cylinder. Looks and is in perfect condition. Has had best of care. Built May, 1925. Has been run 11 months, and about 3,500 miles. Always started as wanted and never stopped unless at owner's will. Always run and cared for by owner. Price, \$700. A. V. Hayler, Box 788, Bradenton, Fla.

ENGINES FOR SALE

1—STERLING DOLPHIN SPECIAL, 6 cylinder, 290 H.P.; like new..... \$1,800.00
1—150 H.P., 6 cylinder, Model "M" VAN BLERCK; fine condition..... 700.00
1—28 Ft. RUNABOUT, 4 cylinder, N. J. M. 22 H.P.; perfect condition.... 1,000.00

RED BANK YACHT WORKS

Red Bank, N. J.

FOR SALE—Sea Skiff, raised deck, Florida type, 33 ft. x 8 ft. 6 in.; Sterling motor, 145 H.P.; mahogany windshield and trim; sleeps four; completely equipped in every way. Speed, 18-20 miles. Built 1925. \$4,700.00. Can be seen at Wheeler's Shipyard, Coney Island Creek, Brooklyn, N. Y., or H. S. Johnson. Phone: DEWEY 064J.

FOR SALE—28-foot boat, cabin skiff, forward cockpit, galley and toilet; fully equipped, furnished new July, 1926; engine, fifty horsepower Kermath; all in perfect condition. Price \$2800. Better than brand new. Bargain. BRUNS, KIMBALL, 50 West 17th Street, New York.

THE BOATING HEADQUARTERS!

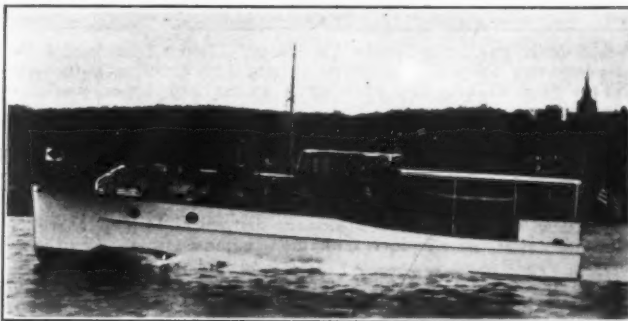
Cruisers, 28'—38'; Runabouts, 22'—26'; Sterling Marine Engines; Kermath Boat Engines; Guaranteed Rebuilt Engines; A. M. & F. Bilge Pumps, Hand and Electric.

ALL ON DISPLAY IN OUR SHOW ROOM!
SEE THEM BEFORE THE MOTOR BOAT SHOW.

BRUNS KIMBALL & CO. 50-52-54 West 17th St., New York City

FOR SALE

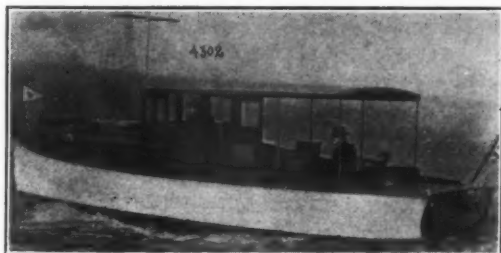
Handsome twin-screw 50-foot cruiser; well designed and staunchly built. Powered with two 65-H.P. Maybach engines in perfect condition. Speeds from 3 to 18 miles per hour. Double planked teak-wood. Boat was built in 1926 in Germany and is in the same condition



Address inquiries to owner:
HENRY C. GRANNEMAN
657 Ovington Avenue Brooklyn, N. Y.

BUILT 1926

as the day it was delivered. It is a real one-man cruiser, all operating controls are centered on semi-enclosed bridge. Accommodates five to six people in absolute privacy, besides quarters for crew. Cruising radius, 275 to 300 miles. This boat may be seen and inspected in New York.



No. 4302—FOR SALE—Gordon deep sea cruiser. Built 1925; powered with six-cylinder, 65 H.P. Kermath motor. Speed up to 11 M.P.H. Sleeping accommodations for four people. Large, self-bailing cockpit. Awning and side curtains. Very complete inventory. Bargain for quick action. Write, wire or phone R. M. HADDOCK, 50 East 42nd Street, New York City, for further particulars.

FOR SALE—50 FT. EXPRESS COMMUTER

One of our customers for whom we are now building an 85 ft. cruiser, offers his twin screw express day cruiser "YOHO"—58'x 18'x3'6" speed 33 miles per hour, equipped with 2-300 H.P. Sterling Dolphin engines, delivered new spring 1925. Like new throughout. Inspection near New York.



Apply Consolidated Shipbuilding Corporation, Morris Heights, N. Y. C., or your own broker. Complete particulars on request.

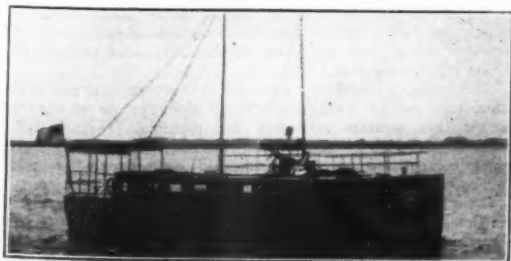
USED MARINE GASOLINE ENGINES

4 cylinder 3 K.W. Winton Generator set, 2 years old, overhauled, removed to replace with larger set.
4 cylinder 50-80 H.P. Buffalo marine gasoline engine.
One pair slightly used 6 cylinder Model M Speedway engines, 150 H.P. each, right and left hand, twin screw installation.
One pair 8 cylinder 200 H.P. Speedways, right and left hand.
One pair 6 cylinder 6 1/2" x 8" Semi-duty 100 H.P. Speedways.
One W-5 6 cylinder 8" x 11"—125 H.P. at 450 R.P.M.—Winton heavy duty marine gasoline engine, built 1922 and overhauled 1926.
Lot of spare parts.
Two copper gasoline tanks 500 gallons capacity each.
One Slate panel switch board.
CONSOLIDATED SHIPBUILDING CORP., Morris Heights, N.Y.

MATTHEWS "38" Standard Single Cabin Cruiser—For quick Sale AT SACRIFICE

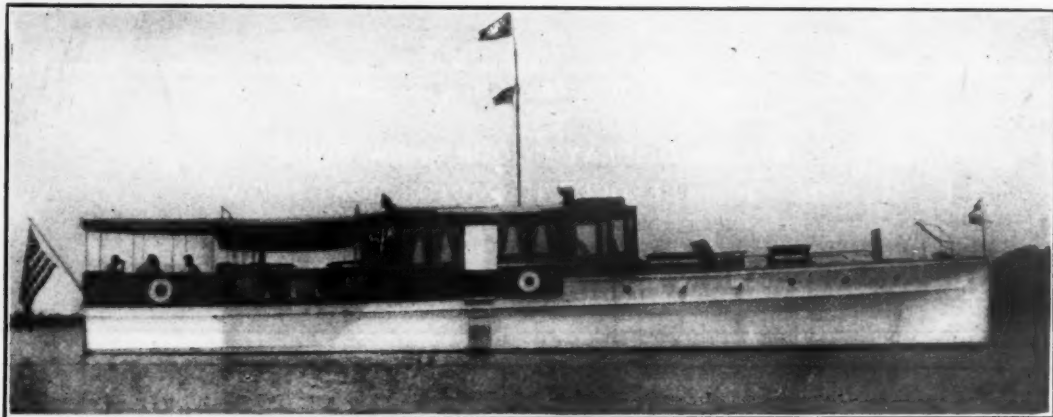
In very best of condition in every way. One of the boats famed for roominess and seaworthiness. Sleeping accommodations for seven—large galley completely equipped—large toilet room complete. Equipped with many extra devices. Used on Ohio River since May, 1926, and recently shipped to Matthews Co. for storage. Can be inspected there now. Reason for sacrificing is recent purchase of Matthews 46-Footer which will be delivered to me in Florida this winter. Don't want two boats so your quick action will save you money in this deal.

ADDRESS BOX 2, MOTOR BOATING
OR WRITE THE MATTHEWS CO., PORT CLINTON, O.



FOR SALE—Raised deck cruiser, 43x12x4.3. Heavily constructed. 40 H.P. Palmer, 4-cylinder. Speed, 9 miles. One man control. Fully equipped in every respect. In excellent condition and ready for immediate use at sea or inland waters. Accommodates six. Address Ashley Halsey, 51 George Street, Charleston, S. C.

A Real Bargain in a Real Boat!



This 66-foot Herreshoff-built gas screw yacht "Memory," 11-foot beam and 4-foot draught, modern, comfortable and suitable in every way for either northern or southern cruising, is for sale.

Built in 1919 it was as good as new last year when cabins and upper works were rebuilt and greatly improved.

Accommodations include large stateroom with two spacious berths, toilet and dressing room; dining salon, with berth and toilet together with special racks and lockers; roomy galley, with large ice-box, new Protane gas range and oven and sink; fo'castle, with four berths, toilet, etc.

Two 290-H.P. Sterling Dolphin engines, bought from Sea Sled Corporation year ago, and run under 1,000 hours when installed; cruising speed, 23 knots.

Delco lighting system, new Willard glass cell storage batteries, 14-inch barrel searchlight, electric fans, electric winch, vacuum cleaner, rugs, etc.; in fact, equipment is most complete and in perfect condition. Tender with boat.

The "Memory" can be bought right and must be seen to be appreciated. At the price it will not long remain on the market. For further information, inspection, etc., apply Frank H. Smith, Box 1561, New Haven, Conn.

FAST BRIDGE DECK EXPRESS CRUISER



New boat, never used on account of late delivery.

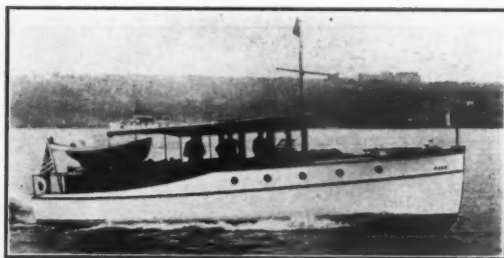
Modern design and construction. Length 45'6"—beam 9'9"—draft about 3'0". V bottom, double planked, copper fastened. Natural finish mahogany planking above water line. Bridge deck enclosed, auto type drop windows. Large cockpit, forward enclosed on sides with windshield, large after cockpit. Pine yacht decks in cockpits.

Cabin in mahogany, panelled, transom seats, blue upholstery and curtains, galley and toilet room. Built by F. G. Lawley, Inc., 1926.

500 H.P. Liberty motor, Johnson conversion. Speed better than 30 miles per hour. Bridge deck control. Delayed delivery to owner after season 1926. Has contracted for larger boat. This offering available at attractive price for immediate sale. Further particulars on request.

APPLY

Consolidated Shipbuilding Corporation
MORRIS HEIGHTS



FOR SALE

Particularly attractive fast twin-screw, deep sea cruising power yacht. Dimensions, 46'x10'6"x3'6"; powered with two 6-cylinder, 65-h.p. Kermath motors, with self-starter, dual ignition, giving boat a speed of 15 m.p.h.

This boat was a special job, delivered in the Spring of 1926, has only been used one season, and therefore just broken in, and so in many respects is better than a new boat.

She is one of the famous Gordon Bridge Deck Cruisers, which are well known for their exceptional seaworthiness, strength of construction, ease of handling, and exceptional living accommodations.

This yacht is completely equipped in every respect, and is in absolutely perfect condition. Sleeps eight people on spring berths, has separate stateroom for captain. Three toilets, separate electric lighting outfit, electric pump, exceptional galley arrangement, completely screened, compensated Kelvin & White compass, cedar tender, with outboard motor, etc., etc.

This boat cost owner, with all improvements, approximately \$21,000. If sold at once boat can be had for \$16,750. This is an exceptional opportunity for any one looking for a REAL boat of proven merit. Inspectable near New York City. For further particulars apply to H. H. Gordon, Jr., 1072 Carroll Street, Brooklyn, N. Y. Phone Slocum 1044.

NAVAL ARCHITECTS & YACHT BROKERS

DAVID S. BECHTEL

Naval Architect and Engineer
Yacht Broker

136 South 4th Street
Philadelphia, Pa.

Telephone

Lombard 5434

Thomas D. Bowes, M. E.

NAVAL ARCHITECT AND ENGINEER

Offices:

Lafayette Bldg., Chestnut and Fifth Sts.
PHILADELPHIA, PA.

COX & STEVENS

Naval Architects and Engineers
Yacht Brokers

341 Madison Avenue
(Corner of 44th St.) New York City
Telephone: Vanderbilt 9011

B. T. DOBSON

NEW BEDFORD, MASS.

NAVAL ARCHITECT

Designer of Sailing Craft, Auxiliaries
and Power Yachts

ELDREDGE-McINNIS, INC.

Naval Architects Engineers
Yacht Brokers

100 State Street McKimley Building
BOSTON, MASS.

(Formerly general managers and naval architects for George Lawley & Son Corporation.)

WEST PALM BEACH, Florida

J. A. GUTHRIE, JR.

MARINE EXCHANGE (BOX 1852)

Flagler Drive South

Yacht Brokers and Sales Agency

WALTER COOK KEENAN

NAVAL ARCHITECT

602 Liverpool & London & Globe Bldg.
New Orleans, Louisiana

Build and power yachts. Houseboats and commercial vessels. Surveys made in all Gulf Ports.
I have a large number of yachts of every description for sale, and some for charter. Stability and free board calculations. Cable address: "Wakoon."

JOHN H. WELLS, INC.

NAVAL ARCHITECTS

Service that's different

BROKERAGE SUPERVISION

Telephone: Murray Hill 3126-7

347 MADISON AVE., NEW YORK

Yard and Shop

(Continued from page 52)

competitors. The winning time for two miles was 7:10, while in the Free-for-all race in a heavy rain, the course as covered in 14:11. The excitement over this had hardly died down, when F. B. Kennedy of Biloxi, sends in another wire announcing a victory in a race on the Gulf. A few days later, one of the most important races in the country, that is, the North West Coast Championship of Seattle was won by an Evinrude 4 h.p. Twin, defeating the next nearest competitor with a more powerful engine by a quarter mile. The biggest event of the year was still to come. The committee in charge of affairs decided only about ten days before the races were to be held that outboard motor championships would become a part of the program. Assisted by F. G. Epton. Howard Graves (who handles the California territory for Evinrude) waded into preparations for the races, which were finally pulled at San Francisco on August 29. Here's where Graves, Epton, and in fact, everybody in outboard motordom who is interested in racing, received the season's biggest kick. Harry Barnes, western yachtsman, who understands motors and is one of those slender, slippery fellows who pass through the air easily, beat his nearest competitor by a half mile, and made the almost unbelievable speed of 26.5 miles per hour; surely a fitting sequel for Evinrude Big Twin performance, after having traversed the Continent from ocean to ocean; a trip which was completed almost exactly a year before. Of course, there were other races. Due to Evinrude's policy of fostering racing interest by offering silver trophy cups and shields as prizes, successful Evinrude races were held at Throggs Neck, N. Y., Winnipeg, Man., and many other places.

The Aqua-Pressor

One of the problems of the boat owner for years has been a means of securing a reliable supply of compressed air, and a reliable system of pumping water. Many old installations have pumps and compressors directly attached to some part of the engine, and these either supply too large a volume of air, or not enough. Frequently, it would be necessary to start up a large main engine to supply the air needed with consequent extravagance in the use of fuel by the large machine. To overcome these troubles, a very compact electric pump and compressor has been designed and built, particularly for boat service, by Bowler, Holmes and Hecker, New York. This is a compact outfit, which can be stowed away in a small space, where it will work without attention. It will supply an abundance of air or a reliable air whistle, and also keep a lesser pressure on the water tanks, so that a free flow of water can be enjoyed at all courses. Compressed air can be used to do many small tasks about the engines, such as grinding valves, blowing carbon dust, and many others. The water pump attached to this outfit can keep the bilge thoroughly dry, and also by means of three way valve, provide clean water for washing down decks, cleaning the anchor as it comes up, and many similar tasks. The electric motor which drives this, is supplied for either 32 or 110 volts, and the entire outfit is neatly mounted on a heavy metal base. Separate clutches are provided, to drive either the compressor or the pump.

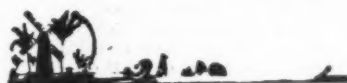


To the annual Motor Boat Regatta on Biscayne Bay, March 18th and 19th.

To its five miles of beautiful palm-shaded beach where bathing in January is as joyous as it is in June. To all forms of summer-time recreation — Golf, Polo, Tennis, Bathing, Boating, Fishing and all sorts of fun in the playground of society and the winter sports center of the nation.

For information regarding hotels, apartments, homes or business opportunities address

Chamber of Commerce
Miami Beach, Florida



How Can You Tell A Good Engine

The title of a very attractive little booklet just published by the Sterling Engine Company is, as our heading indicates, "How Can You Tell a Good Gasoline Engine?" This little booklet describes some of the processes of manufacture and features of the special materials used in the construction of Sterling engines. It explains why correctly counter balanced craft shafts reduce vibration and cause smooth running. Other features of the engine are also explained in comparison with the methods used for similar points in less expensive engines, and strong reasons are given as to why the more expensive construction as used in the Sterling plant is the best.

(Continued on page 82)



Now with all its Brilliant Sunshine PALM BEACH

Extends an Invitation.

Great motor boating, fishing—comfortable bathing all winter. Steady fair weather—sunshine and balmy air because Palm Beach is the nearest resort to the warm Gulf Stream. Hunting, golf, tennis, motoring.

Opportunity for you in the rapid growth of Greater Palm Beach—Palm Beach and West Palm Beach. Permanent population tripled last 5 years.

"Where Summer Spends the Winter"

Greater PALM BEACH

CHAMBER OF COMMERCE,
417 CHAMBER OF COMMERCE BLDG.
WEST PALM BEACH,
FLORIDA

Send
Booklet to:

Name

Address

Miami ^{by} the Sea

Speed Kings Here—

Seeking New Records

Motor boating on Biscayne Bay this season promises more thrills than ever before. America's recognized leaders in power boating are here—some with record-holding craft—others with new speed wonders.

The annual regatta, a gala occasion of the winter season, will be held March 18th and 19th. Sensational contests, brilliant spectacle, colorful and romantic.

Between speed brushes over surrounding waters, these sportsmen are enjoying with a throng of notables the hundreds of diversions and entertainments this tropic land offers. Golfing in perpetual June; bathing daily in an emerald ocean; horse racing on a million-dollar track; fishing in the Gulf Stream for the big fighters; polo, and delightful dancing in casinos, ballrooms and under the palms in the mellow moonlight. This is Miami when winter padlocks open air sports throughout the North. A greater program of entertainment than ever before arranged.

Accommodations for 100,000 visitors—absolute comfort, reasonable prices, every convenience—in one of the world's healthiest cities. If you do not cruise down, de luxe trains or through Pullmans from principal cities. Enjoyable ocean voyage—twelve fine steamers from New York, Philadelphia and Baltimore.

HOTEL RATES—22,000 rooms.

Single, \$3, \$4, \$5, \$6, \$8 per day.
Double, \$5, \$6, \$8, \$10, \$12, \$14 per day.
Many rooms at lower prices.
These rates guaranteed by Greater Miami Hotel Association.

APARTMENTS—For 6 mo. season.

2100 *units (two persons) at \$600 and under, averaging \$1.50 per day or less per person.
2000 *units (two persons) at \$600 to \$750.
1300 *units (two or more) at \$750 to \$900.
3000 *units (two or more) at \$900 to \$1200.
Several thousand de luxe, \$1200 to \$3500.
These rates guaranteed by Greater Miami Apartment Association.

*A unit is one room, kitchenette and bath, or two or more rooms for housekeeping.



For new illustrated descriptive booklet address—

CHAMBER OF COMMERCE, MIAMI, FLORIDA

This advertisement authorized by City Commissioners of Miami



Round New Zealand by Motor Boat

(Continued from page 54)

time, was signed. The township made Sunday a gala day everyone calling to pay their respects and incidentally to gratify their curiosity and there was a rousing farewell as the power capstan took hold and the hook was broken out. The lighthouse keeper at Cape Brett had sent us a special song of his own composing and this we rendered as we left the Bay.

*I'm the lighthouse keeper
And it fills me with delight
To see the lighthouse light shine bright
And every night when the light shines bright
It's me that makes the lighthouse light shine bright.*

*I'm the lighthouse keeper
And it fills me with delight
To see Ruamano heave in sight
And every night when the light shines bright
I trust Ruamano and her crew are all right.*

Fully loaded with stores and gasoline we fared north round precipitous Wiwiki Cape up past the Cavallis and Step Island till we were off Parengarenga. This is the farthest north harbor (if one can call it a harbor) on the east coast. It has a shifting bar and is quite exposed. The crew of Ruamano had a wholesome appreciation of the dangers of that bar as their old craft Paikaea had once run foul of it in heavy weather. However, all was well and at nightfall Ruamano came to anchor about three miles inside the bar. Parengarenga is a desolate place and conditions that night added to its usual dreariness.

Up betimes next morning we fared out over the bar and made north on a stretch that was new to most of us. Through a grey drizzle borne by a light easterly the North Cape loomed indistinctly and at breakfast time Cape Reinga was abeam. Between the North and Reinga capes lies Spirits Bay where the natives have it the spirits of the dead linger for awhile before leaving for good and all at Cape Reinga or, the jumping off place of departed spirits. The Bay is also

noteworthy as the spot on which the snipe, godwit or curlew (call 'em what you will) assemble before leaving the country en masse on their long flight to Siberia. For several days at a definite period each year the birds foregather and then all quit the country together. Their arrival is on much the same lines. One day there are no godwits in the country and next day they arrive at Spirits Bay and after resting for a time disperse over the country.

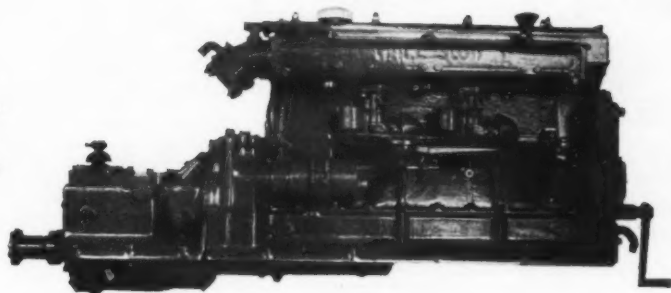
At 9 a. m. Ruamano rounded Maria Van Dieman all hands closely watching the lighthouse to see whether or not the cruiser had been reported but apparently she was too small a speck on the ocean. We were now well into the tempestuous Tasman Sea bucking a good stiff southerly and keeping well offshore to avoid the Pandora Banks over which a big swell was breaking heavily. Ere long two of the crew with heads overboard to leeward were giving votive offering to Abel Tasman the discoverer of the Ocean no doubt wishing that he had also found a decent sized iron with which to smooth its many wrinkles. But the sun broke through the leaden clouds and everything took on a more cheerful aspect. The long sandhills of the Ninety Mile Beach were wearying in their monotony and in the early afternoon all were pleased to discern the entrance to hokianga. A course was shaped in for the bar but all of the entrances were found to be quite impassable the heavy swell breaking right across the channels. Things did not seem at all pleasant. Weather conditions showed no signs of improving, the itinerary did not permit of unnecessary delays and it seemed useless expecting to enter any of the three bar harbors which provided haven in the next 250 miles of coastline. It was decided therefore to make for New Plymouth whose anchorage is protected by a mole and this meant another 24 hours under power. Accordingly Beau sat down to figure out a course. This serves to remind me that I have not introduced this gentleman. Prominent in aquatic circles for many years B. W. Beaumont had that year been elected for the second time Chairman of the Auckland Regatta and his one regret was

(Continued on page 72)

HALL-SCOTT

HSR-6

Hall-Scott HSR Series
Four and Six Cylinders—
60-70 H.P.—90-100 H.P.
2 to 1 or 3 to 1 Reduction



Reduction Gear for Economy

HALL-SCOTT Reduction Gear Motors afford maximum economy. Economy in first cost, fuel expense, maintenance, repairs and also economy of weight and engine room space because the power is developed at high revolutions and efficiently delivered at lower revolutions through the Hall-Scott 2-to-1 or 3-to-1 reduction gear.

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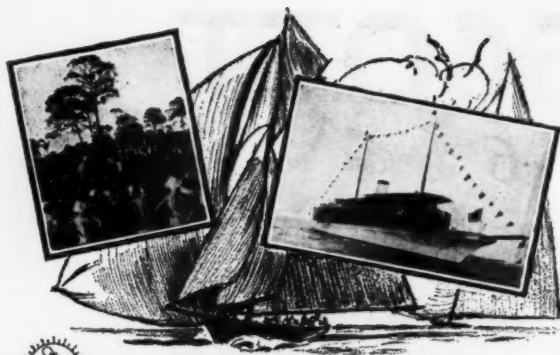
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Chental, a 41' a. c. f. cruiser owned by C. T. Chenevert of Detroit. Standard power equipment for this boat is the 100 H.P. Hall-Scott HSR-6 motor with 2 to 1 reduction gear. Chental has cruised about 5,000 miles this season without one cent spent for engine repairs. Fuel consumption averages six gallons an hour. Speed 16 M. P.H.



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Round New Zealand by Motor Boat

(Continued from page 70)

that his office prevented his making the trip round New Zealand. He managed, however, to wrangle sufficient respite from his official duties to make part of the journey and joined the party at Russell. Beau, as he is well known throughout the Dominion, had served many years as a Royal Naval Volunteer reservist in the North Sea and Mediterranean in charge of submarine chasers and the like and he was quite at home at setting off courses. Indeed in order that the rest of the crew might carry on, he had secured a book and arranged a definite system on which to work. But the steering compass caused him some concern for it was an aero pattern and not graduated in the usual fashion. However, as navigating lieutenant he set a course S 25° E for New Plymouth which was distant about 250 miles. To celebrate such an auspicious occasion as the laying of the first compass course the engineer selected two of the poultry from the coop aft and beheaded them. We last saw Maunganui Bluff at sunset and then it was Goodbye New Zealand. We were out of sight of land for the first time and it must be confessed that some of us were not altogether without slight misgivings. Our course lay for a time some seventy miles off the coast—a coast devoid of any haven we could enter while our nearest shelter to the westward was Australia a thousand miles away. Through the night and early morning the watches took turn and turn about, all the deck hands wondering what kind of a snake track they were leaving behind on the Tasman. At ten o'clock next morning the snow cap of Mount Egmont peeped up over the horizon, dead ahead and there was no prouder man than Beau, though it must be admitted that all who had served a trick at the wheel clamored for their share of the honors. But this elation must have sorely offended Taranaki for the Cone was soon obscured and not again visible until four in the afternoon when Paritutu (the entrance to New Plymouth) was seen dead ahead and soon afterwards Ruamano was at anchor behind the breakwater having completed a non-stop run of forty hours. New Plymouth is a town that has grown to not inconsiderable proportions on animal oil—butterfat—and hopes to expand on the mineral variety but so far the oil wells have nowhere reached the expectations of their confident promoters.

It was here that we commenced the habit of reaching port, slinging over the anchor and hieing us ashore. Hardly had we tied up than all hands in shore clothes were in the 12 foot Elto powered tender bound for the town to partake of a real bang up dinner. Next day was spent sightseeing, three of the crew, Messrs. Johnston, Beaumont and the writer undertaking the ascent of Mount Egmont. The first few thousand feet or so was very easy going as we were seated in a luxurious closed car, but a few thousand feet of honest to goodness climbing was quite enough and coming down a darned sight quicker than we went up. We pushed off back to town to further festivities.

That night the crew got aboard at 2 a. m. and as all were of the opinion that it was useless going to bunk for a couple of hours set out at once for Wanganui.

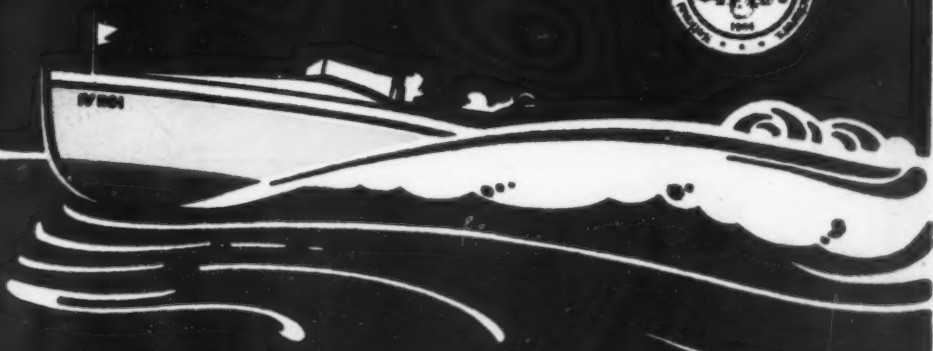
Rounding Cape Egmont the boat struck it rather dirty, and after having completed fifty miles it was noticed that a nasty sea was making up and that the barometer was dropping. This did not auger too well for our chances of making an easy passage over the Wanganui Bar which is badly exposed to the southerly which was then blowing. To further disturb matters some doubt seemed to exist as to the exact location of the bar but these arguments the navigator speedily quieted by taking some bearings and noting the log. With the latter showing 105 miles and the Wanganui Bar signals showing "Bar quite unworkable" we made over, and once across, the harbor master, Captain McIntyre came aboard, and piloted us up the River to a berth at Hatricks Wharf. Once moored the pilot told us that had we arrived a couple of hours later we would certainly not have been able to negotiate the bar and this we could easily believe as the skipper had had a mansized job keeping the boat on her course. In conformity with the old time adage of "look before you leap" we had stood off and watched the bar breaking before we essayed to cross, and we had noticed that one comber would break mostly on one side of the channel and the next on the other side. It was thus possible by making a zigzag passage to avoid the worst of the break. Incidentally we found that most of the bar harbors had somewhat similar characteristics. We remained at Wanganui until January third and left at seven in the morning. Everyone expected a dusting of more than usual severity. The helmsman climbed into oilskins, decked him-

(Continued on page 76)

MOTOR BOAT SHOW

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The NEW AC LONG LIFE for Marine Engines

Now at last a super plug suited to marine use. It comes from AC creative talent, experience and resources—all focused on motor boat maximum requirements.

Heretofore, most plugs would give but limited service, due to the electrodes burning away.

AC Long Life Spark Plugs have been especially designed to remedy this condition in marine service—*here are its special features:*

Recessed Insulator:

Knife edge ring attains sufficient heat to burn away oil deposits thus minimizing carbon troubles.

Extra Large Center Electrode:

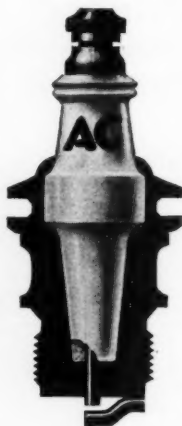
Has very long life due to substantial size and improved nature of alloy.

Baffle at Firing End:

Shields insulator and center electrode from full heat of explosion, insuring cool running and greater life to electrodes and insulator.

Extra Large Side Electrodes:

Same substantial diameter and improved alloy as center electrode, insuring permanent width spark gap. Electrically welded to shell, thus giving perfect thermal contact. So shaped as to form a natural drain for oil deposits.



Combined with these features are the basic qualities of excellence which have made AC plugs supreme on land, water and in the air. For greater satisfaction and safety in motor boating, be sure to ask your dealer for the new AC Long Life Plugs.

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Makers of AC Spark Plugs
AC Speedometers
AC Air Cleaners
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FRANCE

Round New Zealand by Motor Boat

(Continued from page 72)

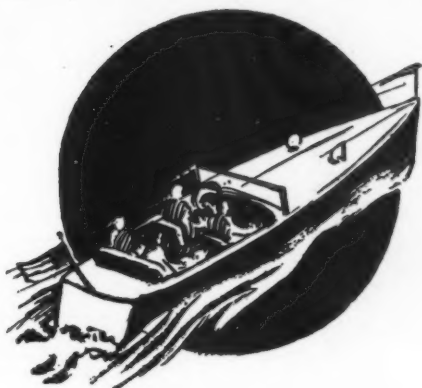
self with towels and so forth to keep the cold water from coursing down his back and with the bar signals again against us we made across. Ruamano rose beautifully, not even spray reaching the decks but as we made south for Wellington, the capital of the Islands, the weather got steadily worse, and the barometer being very low we were expecting trouble. We continued on down the coast passing Kapiti Island in the early afternoon and wondering what sort of a treat would be in store for us when we encountered the famous Terewhiti Rips near the entrance to Port Nicholson Harbor. The tide runs at between three and five knots through Cook Straits which separates the North and South Islands. A large volume of water has to pass through at each change of tide and this flowing over a very rocky and uneven bottom and bucking an adverse wind gives a big confused sea that is dangerous to any small vessel. Our luck was in however, for the wind petered out and there was but a moderate sea as we passed through the rips and on into Wellington Harbor which is well lighted and very easy to enter at night. The city is built on a semicircle of high hills fringing the Bay and the thousands of lights twinkling all round from the sea level to some hundred of feet up makes a delightful spectacle when viewed from the Heads.

There is one thing and one thing only that Aucklanders envy the Wellingtonians and that is their boatharbor, which, situated near the centre of the town, provides safe and commodious haven for most of the pleasure craft. It was here that Ruamano took up her anchorage and it was here too that she received a most unusual and typically Wellington welcome. Everything was peaceful and calm when with startling suddenness the cruiser was lifted bodily, dumped as suddenly and again lifted and dumped. All hands were promptly in the cockpit in time to see the earthquake shaking houses and telegraph poles ashore, a not uncommon occurrence in these parts, though the first time the crew had ridden out afloat such a disturbance. The Wellingtonians could not do enough to entertain us—it was simply one invitation after another. W. Higgins and W. Mowbray vied with one another in doing us proud. One evening some of the crew were out in Bill Higgins' car, and unable to resist the temptation the skipper pushed the accelerator of the Packard eight right down, and put the speedometer up with a bang. Soon a glare astern was noticed and a traffic cop on a motor bike slowly caught us and brought us to a halt. Learning who we were he cautioned us and putting his notebook away proceeded to forget the occurrence. Truly our fame had spread.

On January sixth, we left Wellington at noon. Old Bill Mowbray and Young Bill Higgins leaving with us to make the trip round the delightful Marlborough Sounds. We were again favored by the gods; for the trip across the Straits was made under perfect weather conditions and we were able to observe the flow of the tide which created swirls and eddies. These were particularly noticeable at the entrance to Tory Channel off which we arrived at 3.30 p.m. The Marlborough Sounds cover an area about sixty miles by sixty miles. They are deep and tortuous, flanked on either side by high hills for the most part cleared of the original forest and devoted to sheep grazing.

Many of the Sounds are interconnected and some few of them are in much their original condition with the bush reaching down to the very edge of the water. Just inside the entrance to the Tory Channel are situated two whaling stations and we steamed into Te Awaite, one of these, to have a glance round the works. The whaling is carried on in a most unusual manner. A lookout is posted high up on the hills at the entrance to the channel and with a good glass keeps watch and ward over the Straits which here are about 18 miles wide. When a whale is sighted he signals the station and one or more of the fast boats set out in pursuit. The whaling craft are as unlike the old time whaleboat as it is possible to imagine. About 32 to 36 feet overall with 7½ feet beam, of very light but strong construction these boats have to steam at full speed in appalling tide rips and full speed is between 30 and 40 miles per hour. More often than not decks are awash and the harpoonist has to maintain a precarious foothold forward at a one pounder Hotchkiss gun while the craft ducks and dives and performs all manner of startling evolutions. There are two men in each boat and the man aft has not exactly a sinecure of a job. He has to run the motor, steer the boat, take darned fine care not to get too close to the whale, alongside which the boat is a mere pigmy easily reducible to matchwood, and also to pay out the line when the harpoon strikes the whale. Most of the craft carry between 120 and 250 h.p. and a man needs to have his wits about him when in charge of

(Continued on page 78)



? 1927 ?? 1927 ?? 1927 ?

FOR years, folks know that Universal has been right with the new things, and first with the right things. Universal pioneered the small size four cylinder, four cycle marine motor.

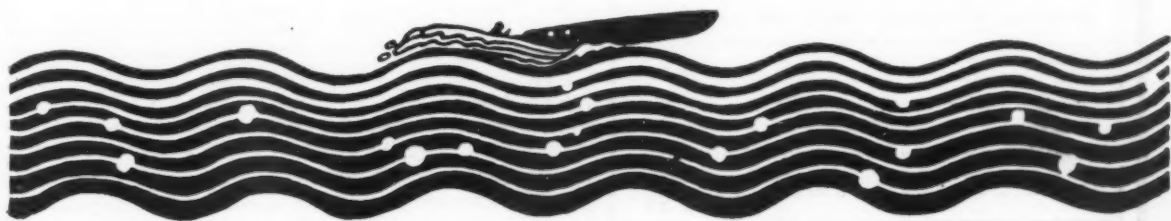
Within the memory of all of you is Universal's astounding 1925 announcement of a power increase in Flexifour—from 9-12 to 10-15 horse power—25 per cent more power—yet 10 per cent fuel saved, and with no increase of overall dimensions, or in bore and stroke.

Again, in 1926, it was Universal that introduced the most talked about advances—novel, intensely practical—typical among them the Hand Sump Pump which took the messiness out of oil

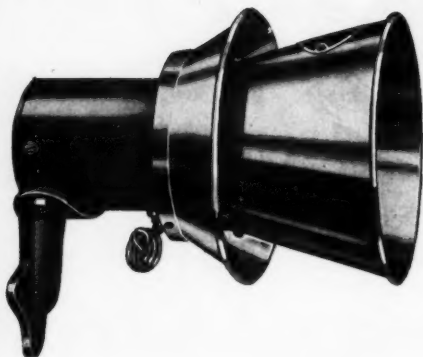
changing. And this Fall came the Universal Super-Four—the “big brother to Flexifour,” with new limits of advanced engineering and new performance features establishing entirely new marine motor standards. And the new Universal Silent Reduction Gear Drive makes for a new era in power cruising—greatly lowering initial cost plus almost unbelievable savings in operating cost. NOW—for 1927—Universal again forges ahead!

See the new Universal line at Motor Boat Show, Grand Central Palace, New York City, January 21 to 29. Or watch for our big announcement in next month's issue of this magazine.

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Universal Motor Company
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Black night—fog rolling in, blotting out harbor lights, muffling ordinary warning signals, making headway risky business. These are the times when the weird, fog penetrating scream of a Federal is appreciated.

Federal Sirens are even more valuable in clear weather. No skipper will drive his craft across the bows of an approaching power boat, clearing its way with the mighty Federal.

In addition, think of the fun and pride in having your boat so distinctively equipped. The coupon brings you a Federal on approval. Install it and watch the harbor watch you.

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Send Type "A" FEDERAL SIREN, \$40.00 complete, for
..... volts, and if not pleased I will return it
prepaid for credit.

Name

Address

City State M-B-1

Round New Zealand by Motor Boat

(Continued from page 76)

one of them. After a whale has been harpooned and brought fairly close alongside it is dynamited and killed and then to prevent it from sinking, it is pumped full of air from a compressor with which each craft is equipped. Latterly a new bomb has been developed and this is fired from the harpoon gun attached to a nozzle which trails the air hose. This loaded dart makes its way into the whale carrying the air nozzle and hose, thus greatly facilitating blowing up the whale. A small steamer takes the whales in tow to the trying out station. The whales run twice each year and each plant averages sixty whales a season.

While boarding Ruamano at Te Awaite the second engineer slipped badly and accidentally knocked the log overboard. The navigator soon proved his prowess in the water by diving into about twelve feet and bringing it to the surface to the relief of the crew who had come to appreciate its indispensability. After a day spent in fishing for cod, shark and so forth we reached Picton late in the afternoon of January seventh to find the shops shut. We managed however to secure some gasoline and the townsfolk came to the rescue with donations of fresh meat so at about six o'clock we set off for Powerful Bay, not before the sandflies had arrived in full force to welcome us, oh so gladly. Powerful Bay is the Sounds at their best the bush being almost untouched. Nearby is Ships Cove where Captain Cook was wont a couple of centuries ago to careen his ships for cleaning. A monument has been erected at this cove to the Navigator and the carefulness and completeness of his survey work two hundred years ago is evidenced by the fact that many of the charts of New Zealand are really those of Cook while all of the others bear evidence of his handiwork.

That same evening we lay at the entrance to Catherine Cove. It was raining heavily and blowing great guns so we lay to two heavy anchors, the craft swinging all round the compass as she was struck by willy wallies plowing down the gullies. The loop aerial eight tube superhetrodyne set was tried out but the swinging of the boat caused the music to come in and fade out. Catherine Cove was left behind next morning and after a bout of fishing in which Young Bill caught a 30-pound schnapper we went through the French Pass which is extremely narrow and difficult of navigation owing to the strong tides. For thirty years or more a peculiar fish somewhat similar to a porpoise used to frequent this pass swimming ahead of any vessel that kept in the channel. Never did he miss meeting the steamers and Pelorus Jack gained world wide fame as the Pilot of French Pass. In an endeavor to protect this fish the New Zealand Government passed a special act of parliament making it a penal offence to attempt to injure or disturb him. But some six or eight years ago his welcome presence was missed and it was concluded that he fell a victim to the Norwegian whalers.

Until January tenth we loitered around these sounds meeting dozens of pleasure craft. Most of these were owned by the homesteaders around the Sounds, though there was a sprinkling of Wellington pleasure craft. The total absence of roads which are too difficult and expensive to construct in such a country of steep hills and long arms of the sea results in each farmer owning a boat in which he visits his neighbors, runs his produce to market or tows a punt with his cattle aboard. We rounded the Boulder Bank and under Pilot Colling made up to the anchorage at Nelson. Here we were lavishly entertained. We drove for miles through fruit orchards and passed fields of luxuriant hops ripe for the brewery. At a homestead not far from Nelson we met an amateur brewer, an unusual enough occurrence in this country where a pint of the best can be had for a modest fourpence any time between nine a.m. and six p.m. or later if one cares to book a room in a hotel. His brew was real good too and would speedily make his fortune in any Volstead country. One trip the whole crew made will never be forgotten by any of them. This was the run to Mr. Hamilton's summer residence late one evening. The motor trip was through magnificent country for the first portion and this gradually gave way to bush country until turning a bend in the road we entered a veritable fairyland—a little valley tucked away in the hills where amid magnificent bush, and beside a little creek nestles the summer residence. We came upon this place just after dusk and the lights of the house, and the strains of music served but to complete the idyll.

Old Bill and Young Bill said hurried farewells on Monday, and just managed to grab the steamer for Wellington, leav-

(Continued on page 142)

*More than
50
square miles*

of gleaming, silver water—Lake George

IN THE JACKSONVILLE-RIVER COUNTRY



Leave behind you the broader stretches of the great river—the miles-wide current of the St. Johns. Follow its narrower courses, networked with small streams and waterways, bordered by tropical forests, twisting and winding past country estates, past acres of groves and fertile, level fields. Cruise for nearly 300 miles through a changing panorama of trees and flowers. . . .

Suddenly you enter a vast lake, a glittering expanse of more than 50 square miles of water, breathtaking in its beauty! Upon it float yachts and speed-boats from all over America. Fishing and swimming are at their best, and the friendly sunshine of a Florida winter floods you with warmth and well-being. You can never forget your first sight of Lake George, in the Jacksonville river-country.

Yet Lake George is only one of

many waters in this yachtsmen's wonderland. In the heart of the whole district is Jacksonville, a year-round playground, with wonderful golf courses, hundreds of miles of broad roads and shady bridle-paths, facilities for almost any sport that you could wish for. Jacksonville is a city of parks, of beautiful homes—a delightful city in which to live.

The steady commercial and industrial expansion which has been going forward here for years is not the result of chance. Jacksonville is strategically located on the St. Johns River, with regular steamship service to South America, Europe, Asia and Africa. Millions of dollars' worth of products are manufactured annually in its factories, to be sent to the rest of the country by five great trunk-line railways. Production costs are considerably lower here than

in other cities. Profits are correspondingly greater. Taxes are low—there are no state inheritance or income taxes. Many of America's leading manufacturers have established branch factories at Jacksonville, and in every known case have exceeded their programs.

Plan now to see Jacksonville for yourself. Spend your vacation here this winter. Enjoy its varied pleasures, and investigate its business opportunities. Live in one of Jacksonville's many beautiful hotels or apartments. For further information concerning Jacksonville and its opportunities, inquiries should be addressed to Believers in Jacksonville, P. O. Box 318, Jacksonville, Florida.

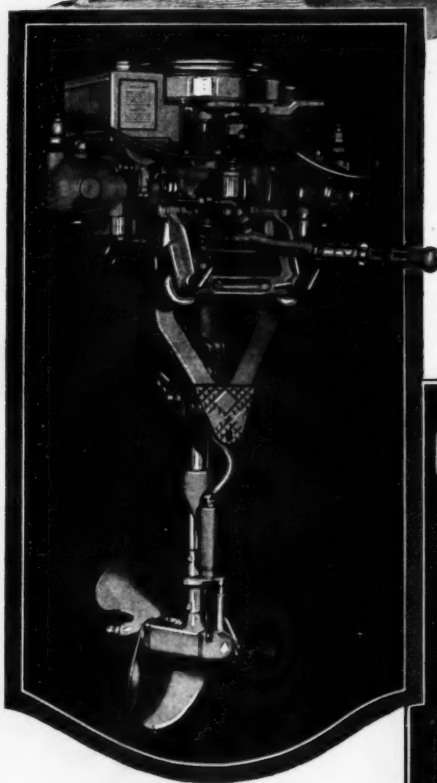
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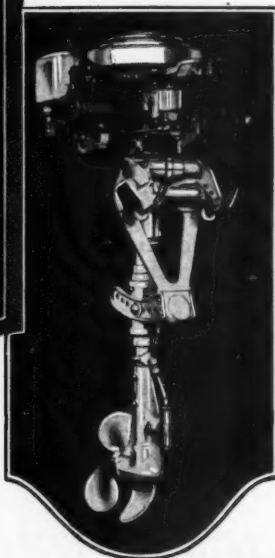


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Who was Speed



The famous Evinrude Sport Twin with the 12 big features. Weight 44 pounds.



Evinrude World's Champion Big Twin that set 1926 speed record.

**26 1/2
miles per
hour, 1926
world's record
set by 4 HP
EVINRUDE
BIG TWIN**

in the Fourth Annual Pacific Coast Championship Regatta by the "Skip" shown above. 5-mile course. "Skip" driven by Harry M. Barnes. Entered by H. G. Graves. Finished 2 minutes and 42 seconds ahead of next boat of similar design.

The Only and Genuine **EVINRUDE**

Champion in 1926?



VALENTINE SEYDEN, JR., Savannah, Ga., won cups shown here—first prizes in all three events (including free-for-all) at the Savannah Water Carnival, July 5, 1926.

An advertisement written at the request of our friends

HAVE we been too conservative about the remarkable speed achievements of Evinrude in 1926? Some of our friends seem to think we have. Here is what they say:

"You've advertised automobile comforts and ease of operation obtainable, for the first time, from an ordinary rowboat, Evinrude equipped. You've introduced electric lighting as an exclusive feature in an outboard motor—a comfort which owners of high powered launches pay as much as \$50 extra to obtain. We get the advantages of dual ignition and automatic reverse. But, why don't you tell folks what we know—that you give speed, too—more speed, just as much more, as you give in features!"

Perhaps they are right. But right or wrong, the facts are that a genuine Evinrude Big Twin made and held the official world's record for outboard motors during 1926, won by the Skip 13-foot hydroplane, pictured above, in the Pacific Coast Championship Races August 29, 1926 in San Francisco Bay. Speed, 26½ miles per hour!

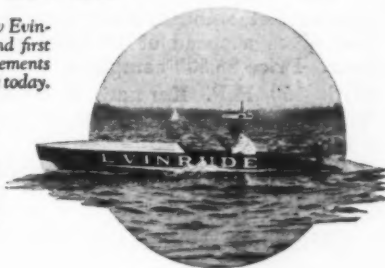
When you get an outboard motor, you want all the features that make Evinrude supreme—speed, power, dependability, ease of operation. That means you want an Evinrude—the one motor which offers this great combination in its finest form.

When you get the new Evinrude catalog, you'll find first news of bigger achievements in store for 1927. Write today.

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At right, winner of free-for-all championship, Pacific International Yachting Assn., Regatta, July 5, 1926, at Seattle, Wash. Record 21.26 miles per hour; 17½ foot hull weighing 75 lbs. Entered by F. G. Epton, Portland. Pilot, F. G. Adams, Seattle.



EVINRUDE

Speed, Power,
Dependability

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The New 28 Foot Gordon Day Cruiser

The same performance that is built into all Gordon DeLuxe Cruisers is equally apparent in the new 28 foot Day Cruiser. Its snappy lines, its handsome appearance and unusual turn of speed contribute in no small way to the outstanding success of this model. There is abundant room aboard this boat while every conceivable comfort is employed to add to the attractiveness of its riding qualities. When you own a Gordon Cruiser whether it be a 46 footer or this new 28 footer you own the utmost in honest workmanship and skillful design.

The standard power plant chosen for the Day Cruiser is the Kermath 55 H.P. motor. This motor supplies a quiet, smooth, efficient power that gives a speed of 16 miles per hour. Price \$5,800 complete.

With 150 H.P. Kermath 6 cylinder motor, 20 miles per hour, \$7,300 complete.

Write us now for delivery dates and descriptive matter.

POWERED BY KERMATH

Gordon Boat Building Co.

1072 Carroll Street

Brooklyn, N. Y.

Telephone Slocum 1044

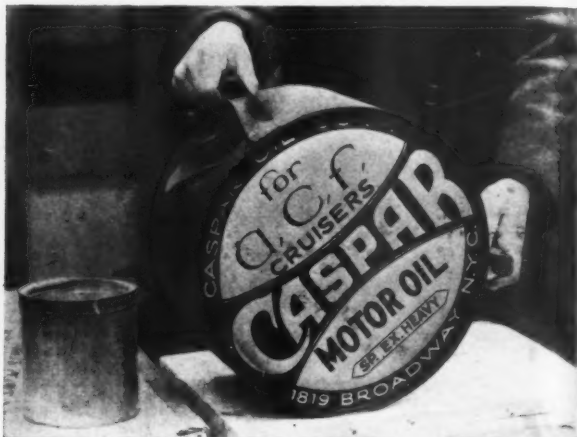
Plants at Greenwich, Conn. and City Island, N. Y.

Yard and Shop

(Continued from page 69)

Caspar Oil Tested

A very excellent report has been submitted by the Engineering Division of the U. S. War Department at McCook Field, on a test of Caspar oil which was submitted to an engine test in order to determine its suitability for aviation purposes in comparison with standard specification oils. It was found that the lubricant shows a maximum adherence to metals, with the least friction, and the least wear. The oil which is specially compounded from castor and mineral oils, does not gum when thin films are exposed to air. It also differs from other oils, in that no separation takes place



A novel and clever type of oil can developed by the Caspar Oil Company, particularly for boat work. It can be tilted for pouring without effort

on standing. The engine in which oil was tested, was attached to a Sprague electric dynamometer, and operated at full load for five hours. After the test, an inspection was made and it was found that the temperature rise in the oil was less as was the oil consumption. The dilution was practically the same as with other oils, and no difference in the amount or consistency of the carbon deposits on the pistons was observable after five hours. These tests show that Caspar oil offers the advantage of reduced consumption and greater oiliness than by oils of the present specification.

An Improved Outboard Model

It is fairly well understood that the little scooters used with outboard motors last summer are essentially no different than the after part of larger models such as the Baby Buzz. It is not so well understood that the larger boats ride and take practically all the strain on a comparatively small part of their length, the forward section being out of or just on top of the water.

In the last few months the term Bi-plane has come into use to describe a model first brought out by Bruno Beckhard in Flushing but since accepted and put into production by a number of boat builders in various parts of the country. This model as the name implies rides on two planes and therefore distributes the strain of high speed over nearly the entire length. This is accomplished by the simple expedient of dropping the bow—or more exactly the section just back of the bow—to make a bearing contact with the water.

These boats show no tendency to stick their noses in the air when getting under way nor to pound in rough water but on the contrary always travel in the same position—and with surprisingly little disturbance of the water under or alongside the boat. Owing to the reduced strain they show a definite advantage in speed for any given weight, allowing a combination of substantial construction with a speed hitherto limited to light racing models.

It should be noted that the term Bi-plane is not a class name like Baby Buzz and does not affect the actual specifications of the hull. Present indications are that there will be three or four interpretations of the Bi-plane design at the Motor Boat Show, but except in this one particular the boats will not show any resemblance to each other.

(Continued on page 104)



Gar Wood with the famous Fisher-Allison Trophy, permanently held as a result of three successive victories.

Only a few of Gar Wood's Trophies are shown on this page.

Gar Wood's Latest

GAR WOOD, the grand old man of boat racing, has won more big trophies and more important races than any five men, in his boating experience covering nearly 30 years. What is the secret of Gar Wood's wizardry? Is it luck, or skill,—is it preparedness, experience, infinite study, expert organization or unlimited resources for experiment and development? In truth it is all of these things, each in a degree never before reached in the boating world.

In recent years Gar Wood's private boat building plant has been at the service of a few wealthy sportsmen for the production of extremely high speed boats costing from approximately \$10,000 to \$100,000.

But now—

You Too Can Have a Gar Wood Built Boat

\$3,500 — \$4,000 — \$6,000 — \$9,800 — \$11,800

The Harmsworth International Trophy held by Gar Wood since 1920, emblematic of the world's championship in boat racing.

Read the details of Gar Wood's latest achievements on the following pages.



When writing to advertisers please mention **MOTOR BOATING**, the National Magazine of Motor Boating, 110 West 40th Street, New York



The new standardized 26 ft. runabout which embodies Gar Wood's 30 years of experience in building and racing fast boats. This photograph was snapped while the boat was being driven at 38 miles per hour by Master Gar Wood, Jr., eight years of age.

BABY GAR Jr

THE news is out! Here is the culmination of a lifetime of superlative experience, the product of more than a million dollars spent for boat study and experiment. Here is the popular-sized and popular-priced Gar Wood runabout that has been the subject of rumor and speculation in inner boating circles during many months of secret development. Two new boats in fact,—the 26 footer shown on these two pages, and a new 28-foot runabout shown on the following page.

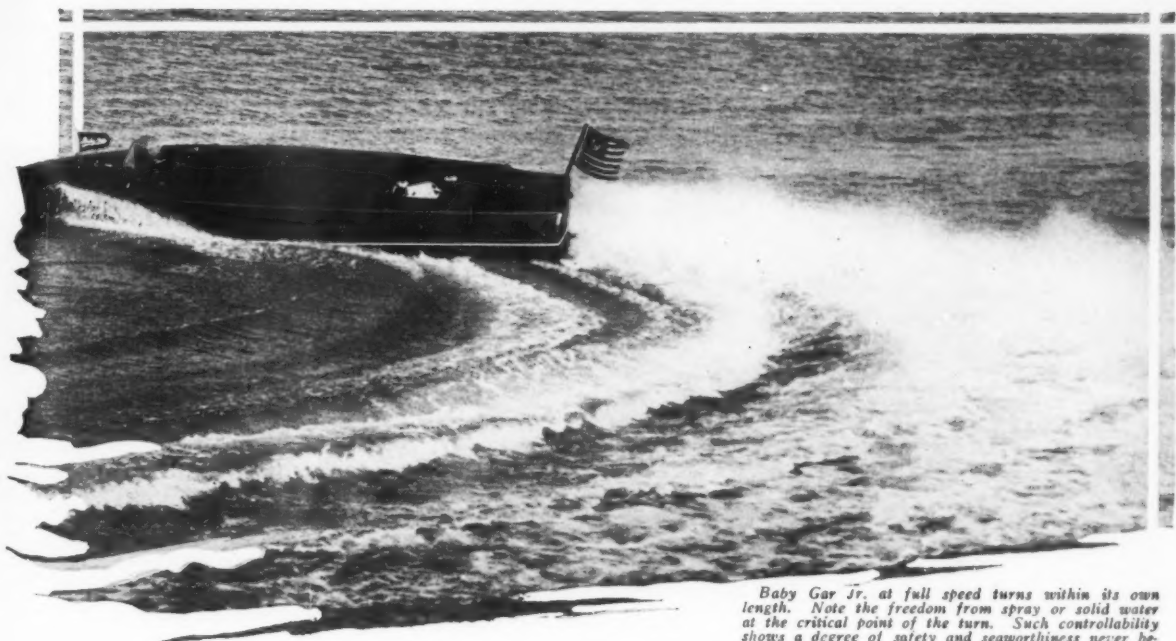
The Gar Wood boat organization is complete and intact. The same designers, motor experts and craftsmen who have produced his best and fastest boats, working with practically unlimited resources, the latest and best machinery, the inside knowledge of quantity production in one of Detroit's leading automotive factories, and the determination to maintain the quality and perfection that has made his name famous.

With Gar Wood and all his experience back of it, there isn't a safer or surer boat investment than a Gar Wood built boat. "Purchaser's risk" is absolutely eliminated by his reputation and integrity. And Baby Gar Jr. fully measures up to the standard of Gar Wood tradition and achievement. Neither races nor business leadership are won by being "just as good." Baby Gar Jr. has no equal in the water today.



The seats are unusually low and deep to assure the utmost comfort and protection to the passengers.

See Baby Gar Jr. at
the Motor Boat Show



Baby Gar Jr. at full speed turns within its own length. Note the freedom from spray or solid water at the critical point of the turn. Such controllability shows a degree of safety and seaworthiness never before attained in a boat of this size.

A Boat Without an Equal

THE new Baby Gar Jr. is a 26-foot mahogany runabout. That general specification and its price is about all it has in common with other boats of its size. In seaworthiness, comfort, riding qualities, dryness, safety, beauty of finish, ease of handling, reliability and sturdiness of construction, its equal has never been built.

Infinitely small details have been perfected to achieve such results. Who else could apply such critical judgment in the fine points of boat construction and performance? For Gar Wood pioneered many features that are now standard in boat building. And his latest creation shows the same gift for practical originality and attention to detail.

Up to this time the lowest priced Gar Wood boat has been the standard Baby Gar runabout which sells for nearly \$10,000. Needless to say, the workmanship on this boat has always been unsurpassed. In producing the new Baby Gar Jr. not a single shortcut has been taken to cheapen the materials or methods of construction. But a popular price that meets competition *with a better boat* has been made possible by planning a larger production for the coming season than has ever been reached by any builder of high grade runabouts.

Baby Gar Jr., powered with the 150 H.P. model G-6 Scripps marine motor, giving a speed of 38-40 miles per hour, is priced at \$4,000 f. o. b. Detroit. The same boat with the 100 H.P. F-6 Scripps marine motor has a speed of 30-32 miles per hour and sells for \$3,500 f. o. b. Detroit.

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giving full details**



There are comfortable seats for a party of nine in Baby Gar Jr.



Another surprise is this 28-ft. Baby Gar—a little larger, a little faster, powered with a newly-designed six-cylinder 225-H.P. Gar Wood marine engine.

BABY GAR -28

THE Baby Gar-28 is an enlarged edition of Baby Gar Jr.,—larger, faster, more powerful. It meets a definite demand between the \$3,500-\$4,000 class and the \$10,000 class,—between the 30-40 mile 26-ft. boats and the 50-55 mile standard 33-ft. Baby Gar, the highest class runabout in the world.

In quality of materials and construction all Gar Wood models are identical. They differ only in size, power, speed and price. Gar Wood would not risk his hard earned reputation on anything less than the best.

Baby Gar-28 is powered with a 225-H.P. six-cylinder Gar Wood Marine Engine and has a speed of 45 miles per hour. The price is \$6,000 f. o. b. Detroit. This engine is practically a duplicate, except in number of cylinders, of the famous 12-cylinder Gar Wood marine engines that have powered all of Mr. Wood's fast runabouts and cruisers in recent years.

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26 ft. Baby Gar Jr.

28 ft. Baby Gar

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Advertising Index will be found on page 172

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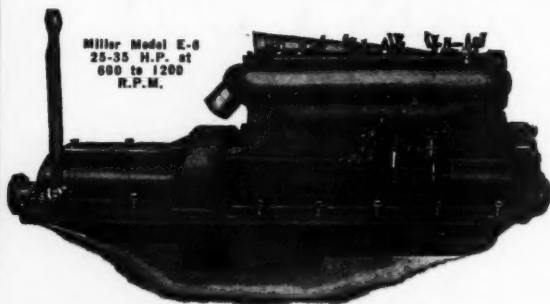


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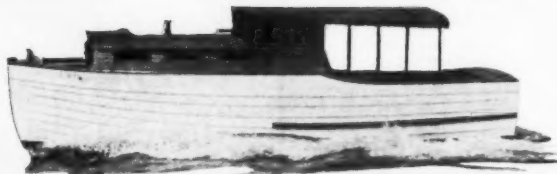
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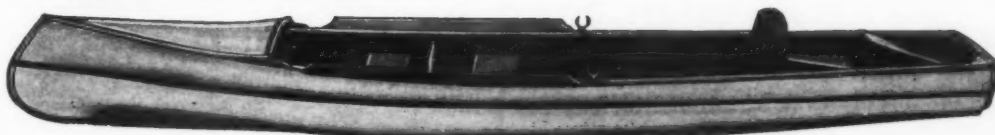
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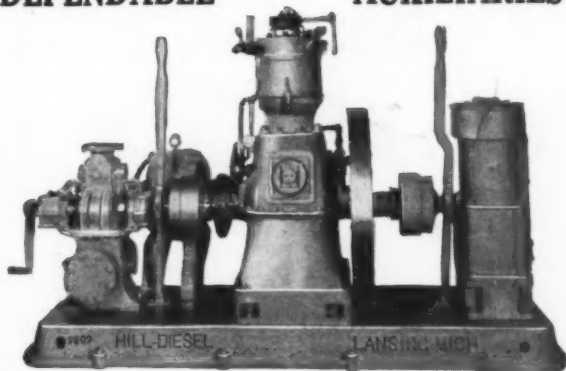
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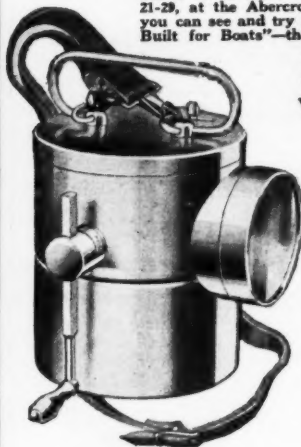
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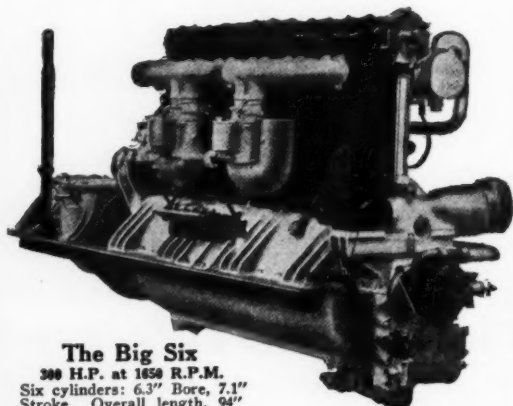
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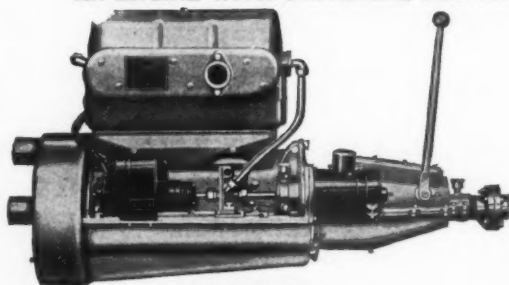
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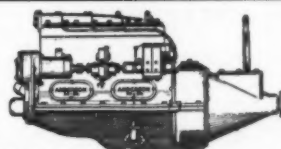
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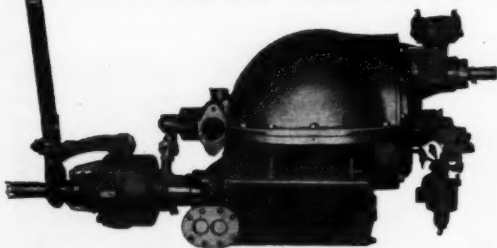


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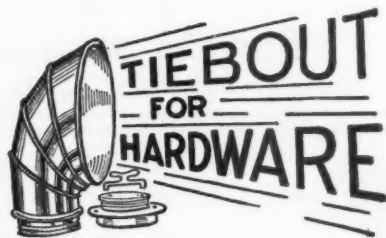
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SPECIFICATIONS

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Beam—8 feet 6 inches.
Draft—26 inches.
Accommodations—Two persons standard, four optional.
Headroom—6 feet.
Keel, stringers, clamps—Yellow pine.
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Planking—Mahogany.
Decks—Canvas covered.
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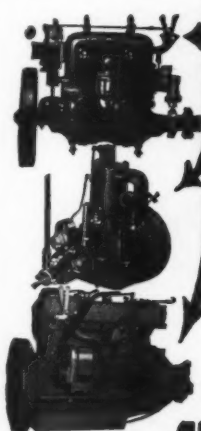


SPECIFICATIONS

Fastenings—Salt water.
Engine—4 cyl. Model Z Gray with clutch and starter.
Speed—9 to 10 miles per hour. Speed up to 30 miles if desired.
Fuel tank—50 gal.
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Ice box—60 lbs.
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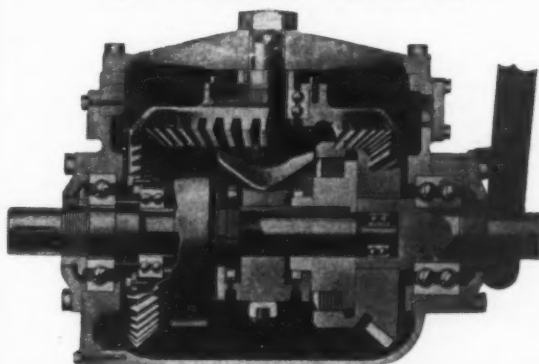
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From the Atlantic to the Gulf

(Continued from page 35)

and hardly got out of Lake Monroe into the St. John's before we were confused with a variety of currents and channels through the inundated prairies, which made it impossible to follow the chart. We were soon grounded, and it took a half hour of labor with the engine, the anchor, push-poles and rocking the boat, to get back again into sufficient water. Warned by this, we set back toward Sanford, and were making blithe progress, when it was discovered that the Sea-going Hearse, our dinghy, or life-boat, and our going-ashore raft all in one, had become untethered, and had been left behind. So we went again into those tortuous channels, and came at last to where we could see the strayed lamb bobbing serenely up and down a hundred yards off channel. There was no chance to sail directly to her. Some one must swim, and as the water was cold, and the distance long, the question who should go became important.

We decided to draw cards for it. Tom Duffy lost, and prepared to make the disagreeable swim. We all changed into bathing suits, to be ready for a rescue, if necessary. Tom, however, trusted no rescuers. He got out the life-preserver. Stringfellow discouraged this precaution. It would impede free swimming, he said.

"But I've been in the navy," said Tom, "and I have seen too many men drown to take any foolish risks."

Whereupon, the doughty Captain pushed Tom aside and jumped into the water himself. It was a sporty act, true to the tradition of the military service, that no officer shall require a soldier to take a risk he is unwilling to face, himself. My admiration, however, for this spirit, did not prevent my accusing the Captain of having sounded the depth, for he no sooner hit the water, than he rose to his feet and walked, as safely as the Israelites across the Red Sea, all the way to the dinghy. And as a prize, he got the last swallow of the Christmas corn.

Thus ended the purely holiday aspect of our cruise,—sailing in waters than any craft might negotiate, amid conditions and scenes that ought to invite thousands. After we entered the Ocklawaha, we became pioneers, and our experiences a continuous adventure.

We had heard that the Ocklawaha River was not only navigable, but was actually commercially navigated for half of its length,—from the confluence with the St. John's all the way up to the marvellous Silver Springs,—some two hundred miles by course. There is no chart for this river, but we had project sketches roughly indicating the layout, from the U. S. Army Engineer's office at Jacksonville. These showed a controlling depth of water of three feet, even as far as Leesburg, on Lake Griffin, far beyond Silver Springs. Our boat had been rated at two feet eight inches, so that we foresaw no difficulty.

What would have been our attitude about running in strange waters, in narrow rivers, had we been more experienced navigators, I cannot say. I am told that, questions of temperament aside, the amateur is more prone to take chances with stormy seas, or uncharted shallows, or submerged logs than the expert. At any rate we found a positive fascination in tracing a delicate waving hairline on the state map, and imagining our 35-foot cruiser sailing right up that vein into the very heart of Florida.

Information reaching us that the trip up the Ocklawaha was much esteemed. Rich tropical vegetation; trees meeting overhead; swift waters stained amber with the roots of the cypress; sinuous bends of the river, whose banks almost touch the sides of the boat; a profusion of wild flowers, bird life, animals and reptiles; deserted by human kind save trappers and hunters, Florida in its primeval state, as it was when Osceola took refuge in its surrounding thickets, untouched by the vandal hands of real-estate sub-dividers. Descriptions such as these clung in the memory. The guide books stated that steamers ran daily to Silver Springs, making the entire journey in a day from Welaka, and furnishing passengers with every convenience, including meals. Silver Springs was reported to be one of the outstanding sights of the state,—the emergence of a hidden river, discharging 26,000,000 gallons of water an hour. Clearly, there was no question of the desirability of including it on our itinerary. Indeed, ambition speedily took hold to go clear to the head of navigation, at Leesburg, and I accordingly took train for the lake region, to do a little pathfinding.

When I reached Tavares, Eustis and Leesburg, on the beautiful system of lakes in the center of the state, local enthusiasts guaranteed that the further voyage clear through the lakes was not only feasible for a boat of our descrip-

tion, but wholly delightful throughout, and highly rewarding at the finish. And that finish to them was only temporary. There is in existence a project already well matured to connect the Ocklawaha, flowing North, with the Kissimmee River system, flowing South, by cutting a canal through the few intervening miles, or divide, between their headwaters. Ultimately there will be a watercourse down through the middle of the state, from Jacksonville to Miami. I was warmly encouraged in my proposal to traverse this entire course, going by water so far as water was available to float us, and carrying the boat by truck over the short land barrier. The local leaders promised every assistance.

It was a go. The inland waterway, entire, was written into our schedule. And the adventures we had, and the interested cooperation we received made us ultimately happy that it was. It took nearly three weeks to get as far as the Kissimmee, but it was a marvellous joust with Nature that any boy scout would go crazy over, and one that certainly brought out the boy in us. I leave it to any scout in good standing to render the verdict. Wouldn't it be exciting to hold in your hands a real, live rattlesnake, five feet long, and to feel him writhe and twist in your grip, and hear him shake the old tail-bones? And wouldn't you chortle with glee and some trepidation, if a tame deer should stand up on his hind legs and claw at you with his fore feet, like a boxing kangaroo? And wouldn't you laugh, if a pelican should adopt your boat as a resting place, and you saw him swallow a fish, tail first, bigger than his own neck, and then watched him quiver all over as if he had a chill, when he tried to gulp the bolus down? And wouldn't it give you a creepy feeling, if you came at night to a trappers' hut at the edge of the river, and two old chin-whiskered trappers met you with shot-guns and lanterns, and you could see skins stretched on boards, all around?

Such experiences as these were but part of the incidental color of our trip. And as for hardships of travel, how would you like to feel your boat suddenly grind and scrape and come to a halt on a submerged log, and have to get out and saw the log under water,—icy cold water, at that, before you could float off? How would it seem to have to stay in your bathing suit all day, so that you could get out every hundred yards or so and pull the weeds off your propeller? And how would you feel, when trying to steer the boat, if you came to a bend of the river, so sharp,—a regular hair-pin bend, that you simply couldn't keep her in course, and your boat ran,—geshush!—right up on the bank, for six feet, so that it took a block and tackle to pull her back into the water?

It will be understood, from these hints, that there was considerable discrepancy between the picture of the Ocklawaha River we had in advance, and what it means to us now. The part about boats running up and down the river every day, with happy tourists eating at sumptuous tables, or viewing the tropic scenery from commodious after-decks is all right, except that boats and the river have their season, and we came a little too early for the party. At the moment our boat entered the river with so much jaunty confidence, the regular steamer was up in dry dock, getting all sorts of things done to it to prepare it for the season. And a crew of men with floating windlass and axes and grapples were just starting at the mouth of Silver Springs Run, to work down to the other end, to get the river ready for the steamer. The entire two hundred miles of watercourse was in a state of complete unreadiness for us. For ten months past not a single craft had nosed through those dense entanglements, and the writhing waters, eating now into this bank, and now into that, had been undermining trees, and pulling them into the water, till hardly a mile of the way was free from obstruction. And weeds had been growing unchecked in the bottom of the river and water hyacinths, so pretty to look at, but so ugly to push through in a boat, had been crowding out from the banks toward the center of the channel as far as the current would let them, and sometimes they reached out, locked fingers, and defied the river to tear them apart.

Way up yonder, above Silver Springs, and toward the lakes, no boat ever thinks of making regular trips, and none had been up there for months. In fact, two dredges working down from Leesburg, were hard at work making a river for us, and doing splendidly as far as they had gone, but with miles and miles yet to go before sailing would be feasible throughout. And at the same time, to make things worse, as we know now, our boat was not ready for that river at any season, without several important changes of equipment.

(Continued on page 98)

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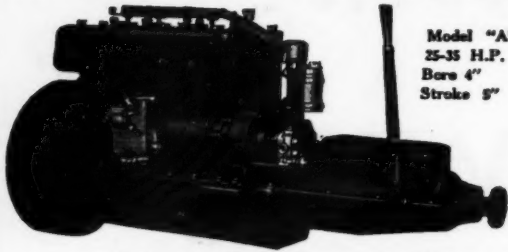
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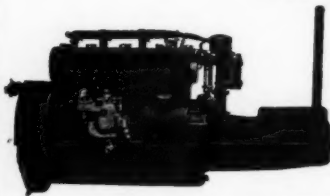
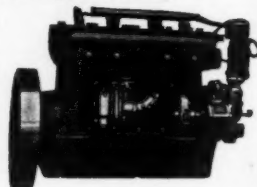


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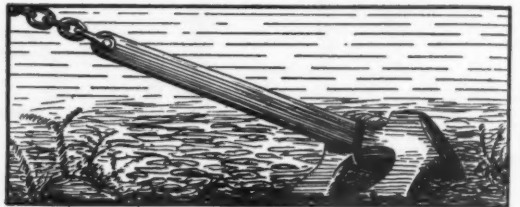
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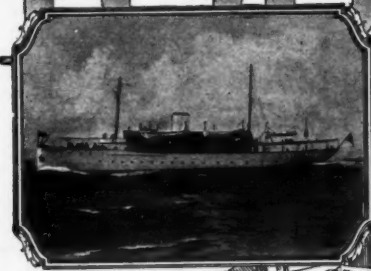
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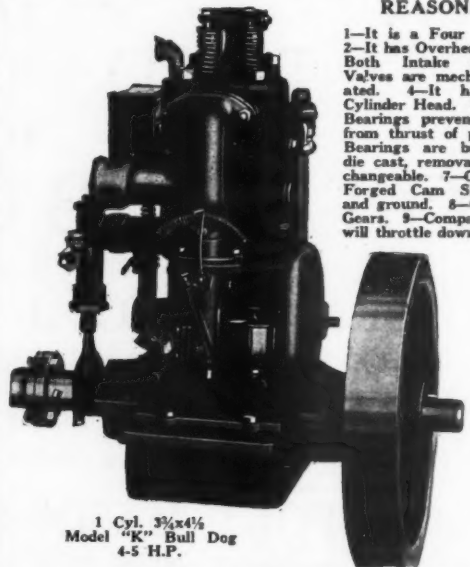
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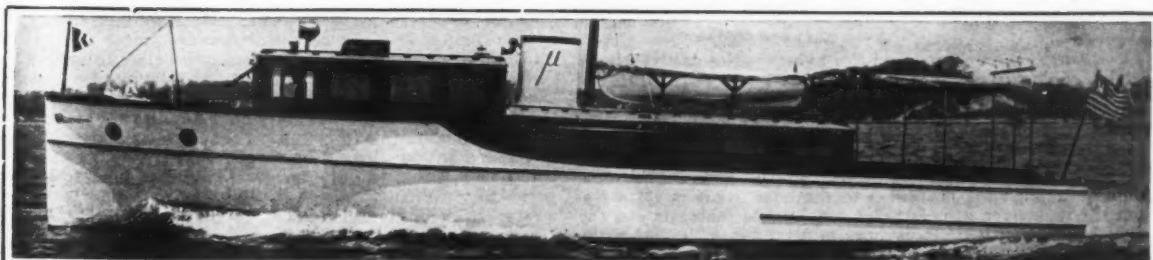
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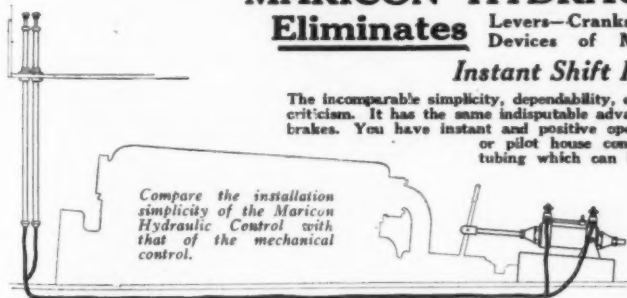
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From the Atlantic to the Gulf

(Continued from page 94)

Our rudder, nicely balanced to keep the boat in a straight course in open water, didn't have surface enough to kick her tail around quickly at a treacherous bend. The fault had to be remedied at Silver Springs by bolting on a large fin-like addition. This not only made it afterwards easy to swing the boat around, but kept it swinging from side to side, like a goose walking on land, or a pollywog wriggling through the water. Our propeller, too, was an affair of three blades, set at such a pitch that, when weeds got in its way, the blades gathered them in and wound them around the shaft till it wouldn't turn. A weedless propeller had to be put on when we got to Leesburg, but our not having it sooner let us in for a good deal of grief, and our having it then near caused us to founder in a storm on Lake Okeechobee some time later.

The trouble began shortly after we entered the Ocklawaha from the St. John's near Welaka. Just a few miles up, the boat slid across a sunken log, and came to a halt. It was growing dark, and we had to spend the night in that position. Morning found the crew hard at work sawing the log under water, with an ordinary carpenter's hand-saw. Luckily, it lay so that it did not bind the saw as it cut. But with two hundred miles to go, this early trouble looked discouraging.

Soon afterward, other difficulties developed, as the impossibility of making a clean turn around some of the bends was seen. The Indian name, Ocklawaha, means Crooked River, and the name was well chosen. At one point on the river, the Government has made a canal through a marsh for a distance of one mile, which saves twenty-six miles of travel. Other meandering stretches, just as tortuous, remain. Some of them will ultimately be short-cut, but others cannot be, because of the nature of the country, and, indeed, to cut out all of the winding would cut out the river, and then where would the water go?

It is characteristic of these sharp bends that the river generally narrows just at the turn, and the current races around at a speed and with a force that makes a plaything of the rudder. Turn on the wheel as you will, the current beats against the nose of the vessel and keeps it going at a tangent until it thumps into the bank. If the engine is full speed ahead, there is no means of avoiding the difficulty, and if the engine is running too slow, you cannot advance at all. The only recourse is to have a man at the engine all the time, regulating the speed, as the unhappy steersman shouts his sudden orders. The proper course is to slow the engine and begin manipulating well in advance of the turn, to hold her in channel till the rudder responds to the new impulse against the current, and the boat heads in properly, but the maneuver usually takes more space than one can see ahead. To manage successfully is a matter of knowing the river so thoroughly ahead that every bend and the nature of the current at every point is foreseen in advance. And that takes a bit of knowing. Robert, the negro pilot whom we impressed into service to guide us for the last twenty-five miles up to Silver Springs, has been steering boats on the river for fifteen years. He says that there are 999 bends in the Ocklawaha, exactly. Two ladies, sisters, from Kidmore, N. Y., took turns one day on the steamer, counting the bends, as they rode up the river. One would count for a half hour, and then the other would take up the watch. Taking only one side of a bend to make a score, it totalled up to 999. Robert never actually counted them himself, but he knows them all, and if he were to sit down with his eyes closed, and think, he could verify the count, but some one always interrupts him when he starts counting, so he has accepted the tally of the two ladies from Kidmore. Personally, I think that the old ladies missed a few turns, because our boat went aground on nearly that many.

Going ahead in our story now that we have mentioned Robert, it was uncanny to see how he did know the bends in advance. He would point to one that looked just like all the rest to us, and say,

"After this one there is a sunken log,"—or,— "Just ahead of this one there's an old cypress that was struck in '17 by a streak o' lightning'. It's fixin' to fall." And he was always right. He seemed to know each step of the way by the shape of the trees, or the lily clumps, or varying widths of the river, or even the relative speed of the current in different places,—little signs of rivercraft too subtle for the layman.

But we had Robert with us only for twenty-five miles, and the crew had to make its way without such precious knowledge for nearly two hundred miles before picking up a

pilot. Stringfellow did the steering, and right well, too, hitting ground only on every other bend, and always avoiding collision with a tree when he did run ashore.

Pete, the photographer, had been during the war with the army engineers, and he knew many little tricks for getting the boat out of trouble. It was he that rigged up the combination of pulleys by means of which the available manpower was multiplied in effectiveness in pulling the boat off a bank. One end of the rope would be tied to a tree opposite our stern. One pulley was fastened to the steering column. The other end of the rope, run through the two pulleys would be the scene of a one-sided tug of war, the contrivance multiplying our combined pull at the expense of distance, so that for every six feet of rope we reclaimed we got the boat off about six inches. Then when she floated free, two men would hold her off the bank with poles, till the other two got the engine going and headed her up current.

We managed by frequent resort to this paraphernalia to get within twenty-five miles of the Springs, near the hidden village of Eureka, when a giant cypress that had fallen clear across the stream held us up. We had to settle down till we could get the tree cut up and dragged away. The Silver Springs management sent a crew down after a day, and removed the obstruction. Meanwhile, we sat down by the edge of the National Forest, and learned to know Tyler, the snake catcher who allowed us to play with some of his pets.

We went into Silver Springs with the pilot, and reached the resort late New Year's Eve, after a moonlight sail up the nine mile Run,—a marvellous experience. The water in the Run is so clear that the bottom could be seen at night, and our boat seemed to be floating in the air, over mountains of coral, forests, and schools of flying fish.

At Silver Springs we had a genuinely happy New Year, including a bird dinner, a swim in the warm spring, the encounter with the tame deer already mentioned. We also had some needed repairs, after which we resumed the journey up stream with more confidence.

But the worst was yet to come. Here we met swifter currents, sharper bends in narrower channels, more frequent obstructions, more weeds. It seemed impossible to believe that we could push through that creek for a hundred miles more and still have water to float in, or that at the end of the tribulations we should find human beings waiting for us with any hope of our getting through. From the first afternoon, we remained in our bathing suits, always ready to saw submerged logs, or to pull the grass and lily stems off of our propeller. When we reached the canal we found the race of water so strongly set against us that ten miles a day was the most we could do for three days. A few yards was all we could advance before the engine would die down as the result of the fouling of our propeller, and then it was a fight to make our anchor take hold before the swift current pushed us back to the last halt. I remember using one tall pine as a landmark, in an otherwise indistinguished stretch of canal, and it seemed as if it looked down upon us for forty centuries.

It became a discouraging labor, day after day. To make matters worse, some of our provisions gave out,—coffee, in particular. We reboiled the grounds for two meals, hoping that we should come to a farm house, or a village, for the third meal. But we had to go for a day without stimulants, after having become accustomed to coffee three times a day. Naturally, we grew irritable and a bit sick, and, felt the loneliness of the country. Even a plentitude of fish and ducks, and such pleasures as sitting around a camp-fire at night, on the canal banks and playing an interminable game of pitch, hardly relieved the strain. We were stupid with fatigue, and dizzy with the need of caffeine.

At Moss Bluff, we reached the point where the canal is being dredged. It was a relief to us, and a great surprise to the dredging crew, when our lumbering Navy boat pushed through the trees in a mere gutter of water, and plumped up against the great raft of machinery which was uprooting trees and scooping up the earth to make a navigable stream. There was a good bit of trouble getting us by the dredge, which practically filled even the cut it had made, from bank to bank. A side arm was lifted, and, by taking off our useless whistle, and top light, and tilting our boat at an angle, we managed to snake her under the projection and reach the open water. Our engine and clutch were sadly wracked by

(Continued on page 100)

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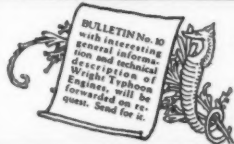
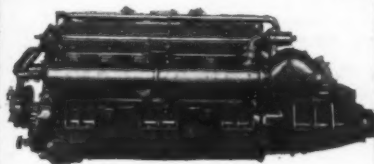
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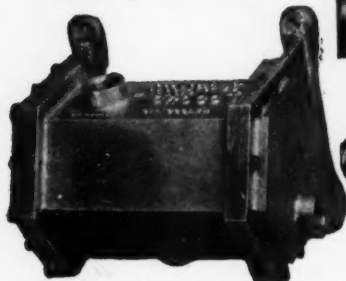
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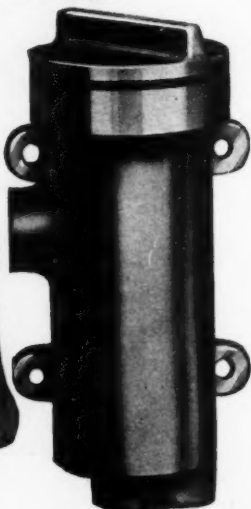
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From the Atlantic to the Gulf

(Continued from page 98)

the strain we had put them to below, and we made a noise like a rock crusher, but we now sailed on happily for several hours, fancying that our troubles were now all behind us. Between the dredges and the locks, indeed, progress was easy, but above the locks, although we had ample depth, we again began to encounter hyacinths. Finally, within a mile of the head of Lake Griffin, we became absolute prisoners in a sea of lilies, and could move no further till a tug could be got from Leesburg to tow us through to open waters. We fought for hours to break through the floating islands, chopping them apart, pushing with our poles, constantly clearing our propeller, and straining our engine, to follow the channel which we had picked out by going ahead in our rowboat. But finally we found that we could go neither forward nor back. So we sat down to two days of duck hunting, while we waited for relief. Fortunately, we were now where we could get to a ferry, engage an auto ride to town, and buy provisions. We also established communications by wire with our anxious hosts at Leesburg, Mt. Dora and Tavares.

In all this fight up stream, we had no qualms, I am happy to say. No one regretted the enterprise,—very much or very long, at any rate,—for we knew that the worse we suffered, the more we should be appreciated by the gallery of boating enthusiasts on the lakes, who were scanning the horizon for sight of our argosy. We already knew of the proposal to greet us with a flotilla on Lake Dora, and we hoped to be in shape to run along with them. So when we at last got towed into the harbor at Leesburg, the first port on the lakes, we begged to be spared the official welcome till we could get some needed repairs. We wanted to put on a weedless propeller, tighten our clutch and grind our valves. We wasted little time getting the engine opened up. Then when the cylinders were all exposed, we had the nastiest possible accident.

In refilling the gasoline lantern while it was still hot, Tom exploded a can of gasoline. Miraculously he escaped, leaving nothing behind but his eyebrows, but the engine room was at once aflame. Brave bystanders extinguished the fire promptly with bucketfuls of sand.

And when we next dared look into the engine room, we saw that not only was our inside paint all blackened and blistered, but our open engine was filled with sand. While we were surveying this catastrophe, it began to pour down rain. And this was the moment of gloom which Commodore Roy Trimble of the Mt. Dora yacht club, with a committee, chose for a visit of ceremony, to welcome us to Lake County, and commend us for our feat in reaching the head of navigation of the Ocklawaha. Ha ha, ha ha, haha!

(To be continued)

The Sea-Going Diesel Yacht Jezebel

(Continued from page 18)

overhanging stern. There is a continuous steel deck house on the main deck over which the bridge deck is worked for the full length. On top of this are deck houses, one of which is combined with the navigation bridge. Structurally the boat is very rugged, with all metal in the hull in excess of Lloyd's requirements. Exposed decks and woodworks are of teak.

The machinery is approximately amidships, and comprises two modern Diesel engines, which develop 375 h.p. each. All auxiliaries are in the engine room proper, and include two full Diesel electric generators of 20 k.w. capacity each, and an unusually complete equipment of Diesel and electric driven air compressors. A very large electric refrigerating plant, a hot water heating plant, a forced ventilation system, and electrically operated pumps for all ship's services, are also in this space. Electrically operated boat hoists, deck winches, and anchor gear, are also carried.

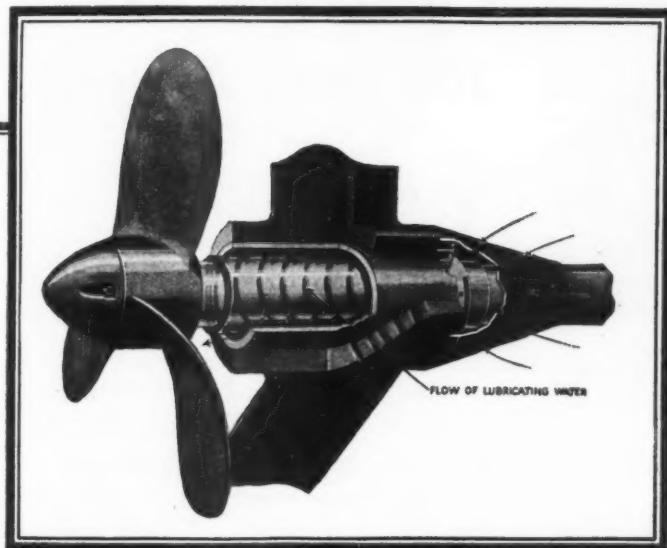
The power plant carried is sufficient to drive the boat at 13 1/2 knots, maximum speed, which can be maintained and for more leisurely offshore voyages, a speed in excess of 12 knots can be maintained indefinitely. Fuel tank capacity is provided which is sufficient for a voyage of 7,000 miles, and fresh water tanks, cold storage space, and store space, has been provided for corresponding trips.

The continuous deck house on the main deck has a large dining room at the forward end closely followed by the pantry and galley. An enclosed passage way leads aft to the living room which is a very large apartment at the after end of the house, opening out directly on the after deck. Between the living room and engine casing is the owner's library, a large room with built-in book cases and enclosed stairs, leading to the owner's quarters below, as well as to the upper deck. Crew's quarters are entirely separated and are in the forward portion of the vessel.

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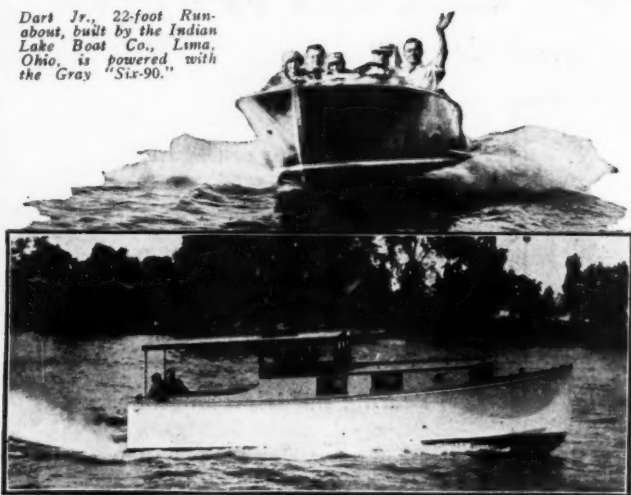
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Dart Jr., 22-foot Runabout, built by the Indian Lake Boat Co., Lima, Ohio, is powered with the Gray "Six-90."



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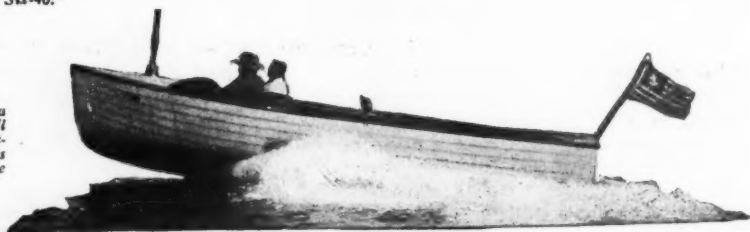
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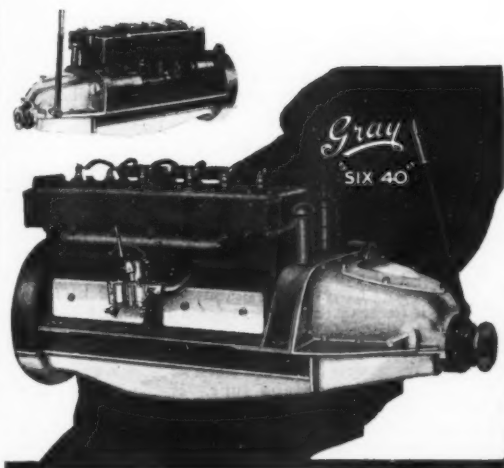
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cubic inches; 40 H.P.
in Runabouts; 30 H.P.
in Cruisers.

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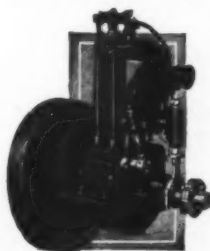
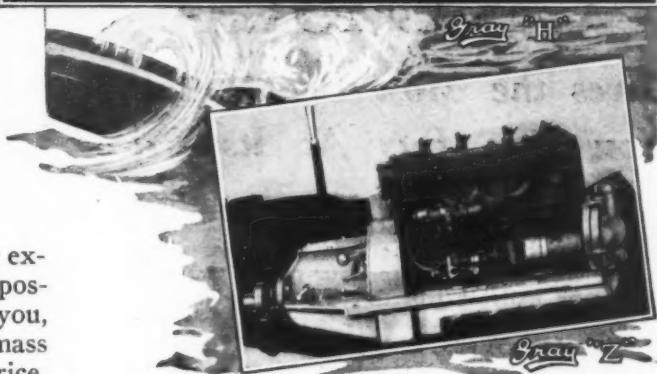
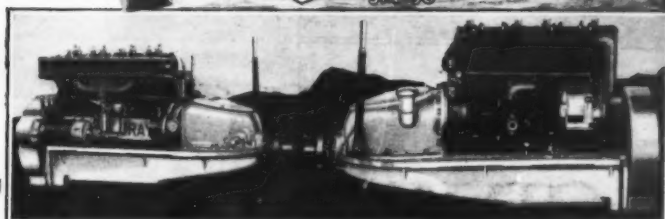
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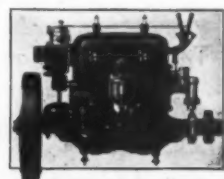
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6-8 H.P. 2 cycle. \$180

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A single cylinder, 4-cycle valve-in-head motor. Bore $3\frac{1}{2}$ ". Stroke $4\frac{1}{4}$ ". 1,000 R.P.M. Weight, 165 lbs. A thoroughly up-to-date power plant for the small boat. Runs on kerosene or gasoline. With reverse gear. \$136



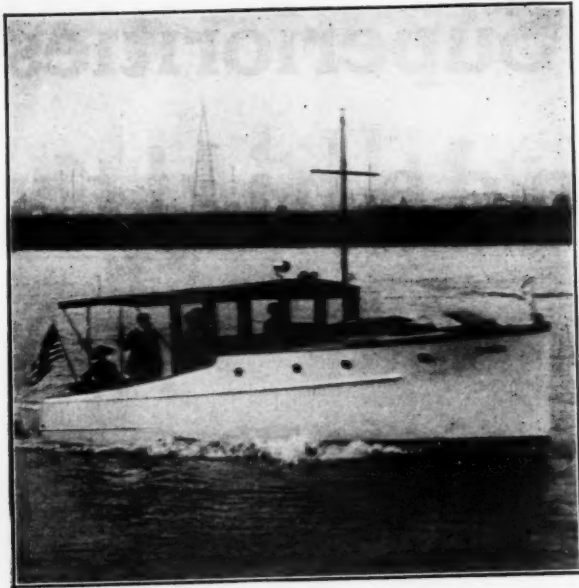
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100 BOATS EXHIBITED

ALL TYPES

**MARINE CONSTRUCTION
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Delaware

Yard and Shop

(Continued from page 82)

A New 22 Foot Chris Craft

The Chris Smith & Sons Boat Company in addition to building large quantities of their popular 26-foot Chris-Craft runabouts, powered with the 150 h.p. Kermath engine, have found time to develop an entirely new 22-foot seven passenger boat, which they have christened The Chris-Craft Cadet. This boat is to be displayed for the first time at the coming motor boat show, and will make its initial bow. It follows closely the lines of the 26 footer, with the double cockpits, and is to be powered with the 70 h.p. Kermath engine, which will give it a speed of about 25 miles. It is an attractive boat with snappy lines and handles very easily. This boat should make an ideal runabout for use on many of the smaller lakes and streams, and more attractive still the price at which this is to be sold will be well within the possibilities of every one interested.

An Earlier Show

William Bruns, head of the firm of Bruns, Kimball & Company is preaching the advantages of a motor boat show held in October, rather than in January, as is the custom now. He has interviewed many manufacturers and builders on this subject, and finds that a show in October would exhibit to the yachtsman exactly what he seeks for the coming year. His experiences of the past summer will still be fresh in his mind, and if he is in the market for a new boat, he will be ready to sign his order then, as well as he would in January. The advantage to the trade would be, that they could build twice as many boats between October and June, as they can between February and June. If the boat builder builds twice as many boats, the engine manufacturer must supply twice as many engines, and the accessory man twice as many order for his goods. In a similar way all other trades which supply material would be benefited in the same way. The main object of the motor boat show is to secure people who wish to own boats. What good is the engine, the accessory, and everything else, if there are no boats. All the industry must help the boat builder, so that he can turn out the boats, and this can be done much more readily with the help of a show in October.

Navy Standardizes on Small Engines

Every motor boat man will appreciate the fact that it is much easier to operate a flock of engines all the same than to operate a large number of engines make up of different makes and different types. This fact is keenly realized by the Navy Department and the remedy has been found in standardizing on one particular type of engine for the thousands of small boats, 26 feet and under in use.

The engine which has been adopted for this work is the Buffalo BA engine, built by the Buffalo Gasoline Motor Company, Buffalo, N. Y. It is a four-cylinder engine with 3½ in. bore and 5 in. stroke; rated at 14-30 h.p.; the weight as supplied to the Navy is 645 lbs; the speed 800-1600 r.p.m. It has complete electrical equipment including electric starting motor and generator. The carburetor is fitted with an Autopulse gasoline pump.

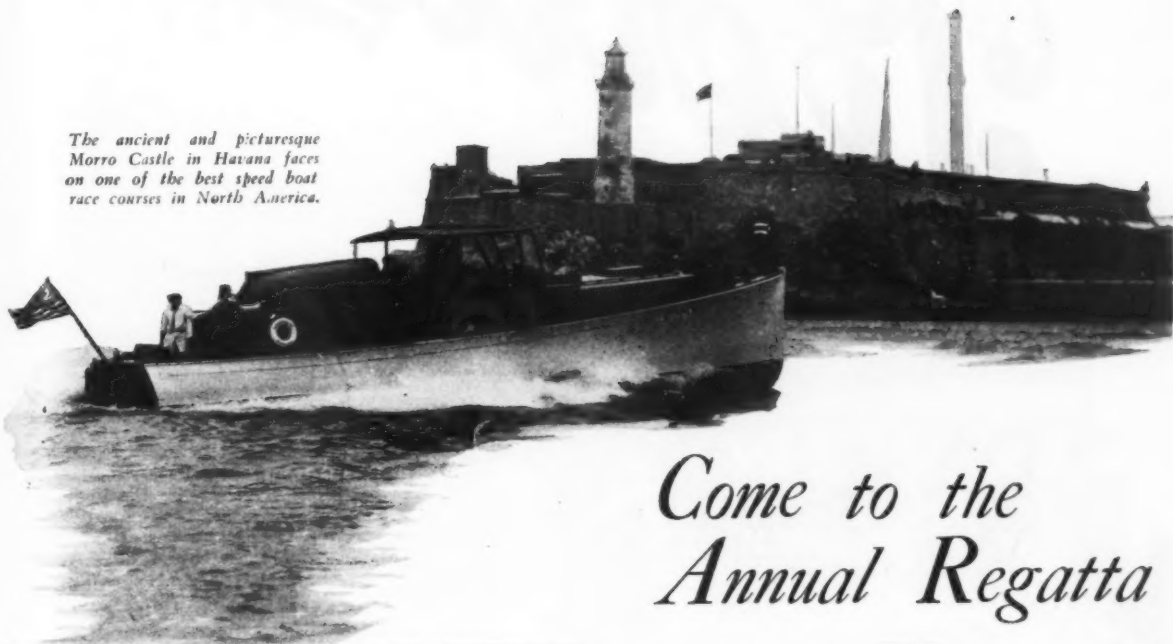
This motor was adopted after exacting tests. The change to the standardized power plant will be gradual, the Buffalo engine being installed as replacements are needed. It is already being used on certain V type submarines, and also being used in the special motor boats placed on airplane carriers, which call for a light-weight, high-speed engine.

For the use of a gasoline motor in the 26 ft. boats carried on the V type submarines, a special installation was necessary to meet the conditions which arise when the submarine submerges. These small boats are carried on the deck of the submarine and it naturally follows that when the submarine takes a dip the whole open boat is deluged. In order to meet this condition the engine and its equipment is installed in an aluminum case, the top half of which is removable and can be clamped tightly to the lower half of the case by means of 24 dog clamps. This makes the casing absolutely watertight and protects the motor from harm. When the submarine comes to the surface the upper half of the case is removed and the motor can be immediately put into operation. The entire motor equipment is enclosed inside the aluminum casing—even the gasoline tank and storage batteries. All electrical equipment is housed in a watertight conduit or box. Among the ships which are carrying these engines at present are the U.S.S. Memphis, flagship of the U. S. Naval Forces in Europe and the airplane Carrier Saratoga.

(Continued on page 154)

Havana

The ancient and picturesque Morro Castle in Havana faces on one of the best speed boat race courses in North America.



Come to the Annual Regatta

THE
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CORDIALLY INVITES
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*A close contest between two speed boats
in the Sweepstakes Class at Havana.*



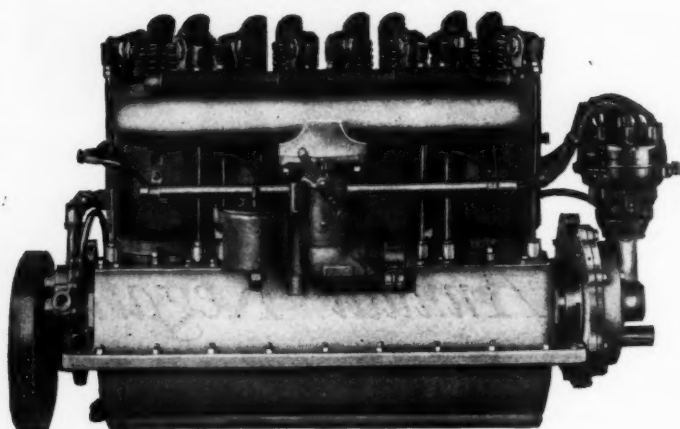
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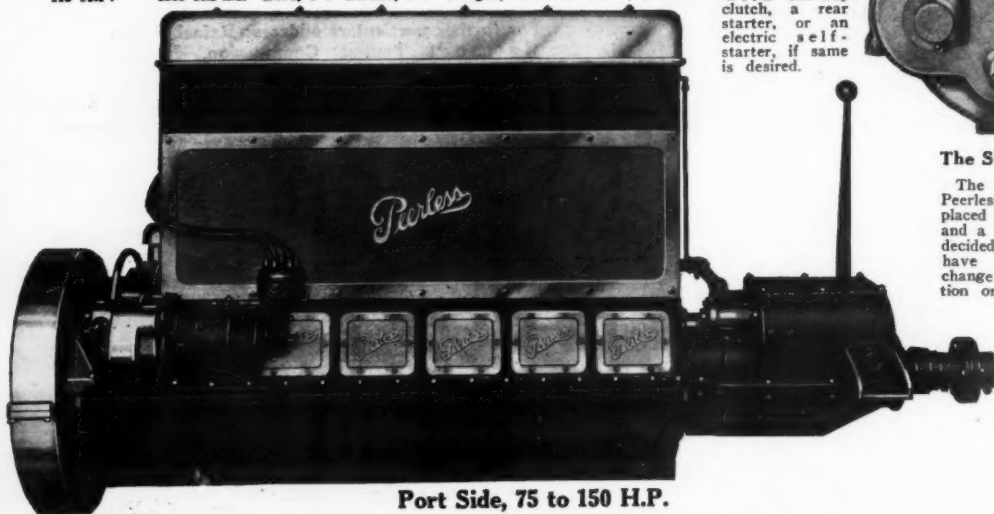
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Weight, 250 lbs.

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Port Side, 75 to 150 H.P.

Write for descriptive matter and be convinced that the Peerless 151 is the finest motor of this type ever built.

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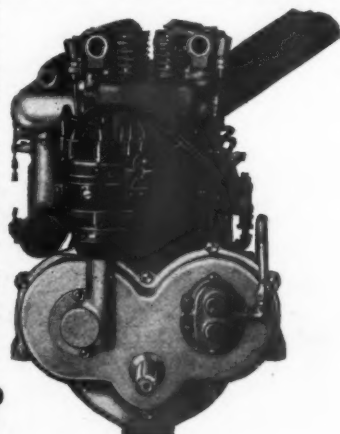
Advertising Index will be found on page 178

The New Peerless 151

In bringing out the new Peerless 151-inch racing engine we believe we have succeeded in producing an engine of the finest quality. This motor is also dependable and reliable. It is the outcome of a great deal of experimental and development work along these lines and was designed from the bottom up to withstand the service to which a marine motor is subjected. Naturally an engine produced in this manner is far superior to a make-shift engine which is assembled from stock automobile parts. By using the best possible materials and careful judgment as to where weight was actually needed, we have been able to produce this engine which develops ninety horse-power at an actual weight of two hundred and fifty pounds. This will be of great advantage when installed in the very light 151-inch racing hydroplane.

Some of the more important features consist of semi-steel cylinders cast separately, each cylinder equipped with four large Thompson silchrome steel valves; five-bearing crank-shaft; forged connecting rods, machined all over; full pressure lubrication to every working part; full ball bearing camshafts; forged steel timing gears; double Delco ignition, with two spark plugs to each cylinder, located where they can be removed without the use of special wrenches; forged steel fly wheel; bronze back babbitt lined bearings through-out; Butler pistons; dry sump base with separate tank equipped with oil cooler; special type intake manifold, fitted with one carburetor.

This engine can be equipped with one-way clutch, a rear starter, or an electric self-starter, if same is desired.



The Standard Peerless Line

The new Valve in the Head Peerless engines which were placed upon the market a year and a half ago have proved so decidedly successful that we have decided to make no change in either the construction or the equipment for the coming year. These engines are a quality product throughout, and the price based upon the piston displacement or actual horse-power developed is even lower than most other high-grade motors.

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30 Foot SAILFISH Model **\$4,950**
Powered With 100 H.P. Kermath

BANFIELD Sea Skiffs are designed and built to withstand hard, rough usage at sea and are capable of maintaining a speed in keeping with present day requirements of yachtsmen who demand speed, safety and comfort.

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THIRTY-EIGHT FOOT DE LUXE MODEL CRUISER

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Largest Builders of Sea Skiffs in the World

ATLANTIC HIGHLANDS, NEW JERSEY.

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Ruined Cities and Rare Birds

(Continued from page 22)

At last he raised his head and said through his teeth:

"Let's get the oar."

We pushed and pulled a few feet further, and McClurg sighted it. Luckily the mangroves had prevented the slow current carrying it away.

Whiting said that the egret which had offered the occasion for my asininity to be exercised at Griscom's expense, had used its last strength to flop into the heart of the maze of bow-legged mangrove roots.

But Griscom jumped overboard and gave an extraordinary exhibition of retrieving. After splashing through water and mud to his waist he climbed a mangrove and went from tree to tree like an ape till we lost sight of him. To our surprise he returned immediately—with the egret.

It was now quarter past six—fifteen minutes after supper time on Albert, which was eleven miles away.

I refilled the fuel tank, wrapped the cord around the nickel top of the motor, and gave a sharp pull. No start. A dozen repetitions, with the spark indicator in different positions, gave no livelier result. The little float showed the carburetor was full, everything was in order so far as I could see. After struggling vainly for ten minutes I left Whiting try it, for he had been running the little outboards more than the rest of us.

I took up the oars, to save what time I could. Whiting tried various experiments without improving on my failures.

"How's your ear, Old Man?" I asked Griscom.

"Pretty bad, I can't hear the engine."

Whiting removed a spark plug and began cleaning it with his handkerchief.

I had rowed perhaps half a mile. The sun had set, and already Whiting's face was dim under his wide sombrero.

Suddenly he uttered a groan, and looked over the side. He had dropped the spark plug!

"Back her," he pleaded, "back her quick and I'll dive."

"No use," said McClurg cheerfully. "You haven't a chance. We'd just lose precious time. We must get clear of this key before the last glimmer has gone."

We all knew that he meant it would be easy to lose our way on this wide cerie bay with a current of unknown strength setting toward its unexplored head, toward the region of those wavy lines on the chart which had fascinated me a hundred times at home. Much depended on reaching the end of the veiling key and getting a landmark before night made that impossible. It was a race between oars and darkness.

"Let me spell you, Mason," offered Griscom, sitting on the floor between me and Whiting.

"Wait till he's shot," said McClurg, "we'll need all your muscle before we reach our rice and beans."

Whiting had been slumped dejectedly in the stern since his accident with the spark plug. We were all sorry for him, especially I, whose blundering shot at that egret had been a thousand times less excusable. Now, however, he sat up to direct the steering.

We kept her close to the island, as the shortest course. I peeked over my shoulder occasionally, and a dozen times a vague little promontory dashed my hopes that it was the last one.

But we were clear finally, and just in time. Of course, we could not see the schooner or the buildings of Vigia Chico. But we did distinguish the faint blur of that bunch of high marine palms which make the location of Vigia the most conspicuous spot on the lonely shores of this bay except for the lighthouse on Allen Point, somewhere northeast of us. That we could not see at all. But Griscom and I were pretty sure of that clump of pines.

McClurg spotted a few stars to steer by, the most conspicuous one behind us.

"Keep her stern under that," he directed, "of course it will move, but keep it dead astern now."

Neglecting what was ahead of us in our attention on that star we ran aground. We were on the long bar where we had seen the cormorants this afternoon. We stepped overboard and dragged the dory into deeper water. When I took up the oars again the star had disappeared. In a few minutes the clouds which were sailing in from the east would cover the whole sky.

I suggested that we go ashore and build a big fire on the west point of this key where there was a piece of solid ground a few feet above the sea level. The men on the schooner might see our fire and come to pick us up. If not

(Continued on page 110)



The Six Niagaras

LOWER initial cost, lower maintenance cost, longer life. sturdier construction, sounder engineering principles and greater adaptability put Niagara Motors well in advance of marine engines of equal size and power.

NIAGARA MOTORS
All four cycle type

Niagara Gem	5 H.P.	for boats up to 28 feet
Niagara Special	15 H.P.	" " " 32 "
Model E-2	14 H.P.	" " " 35 "
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Model D-4	60-80 H.P.	" " " 55 "
Model D-4	100-120 H.P.	" " " 75 "

All of these models have an established reputation of reliability and durability as well as ease and quietness of operation. Each delivers its full rated power without strain or faltering.

Write today for catalog.
State power you are interested in and size of your hull.

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Dunkirk Box 300 New York

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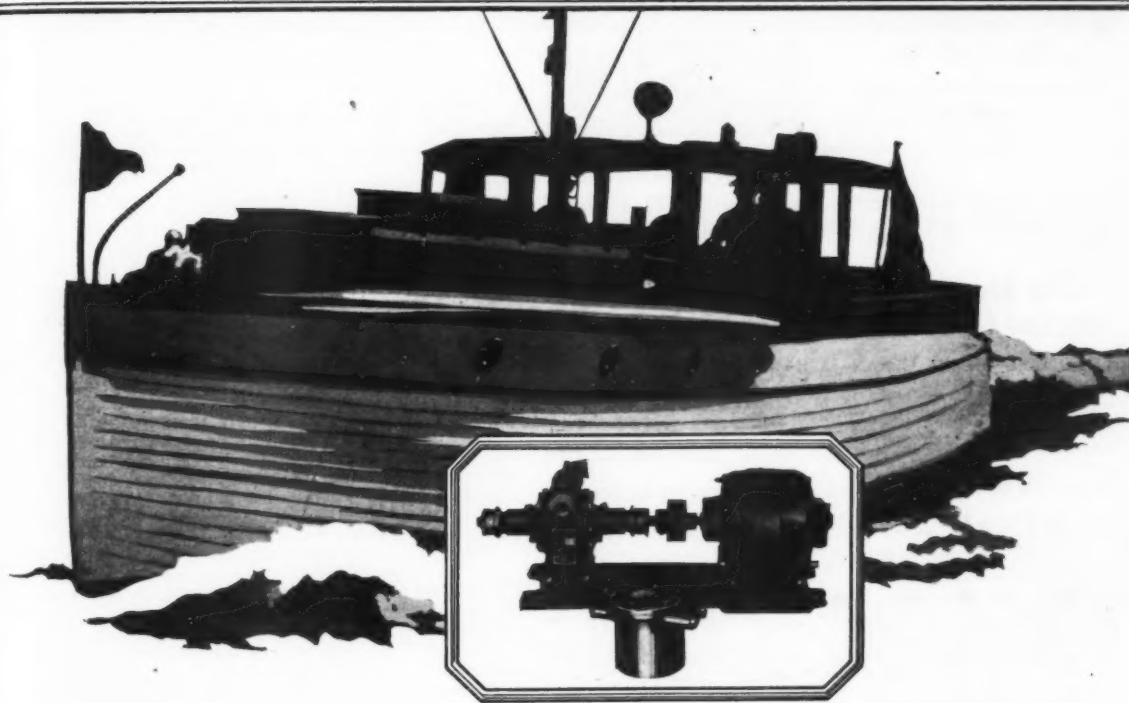
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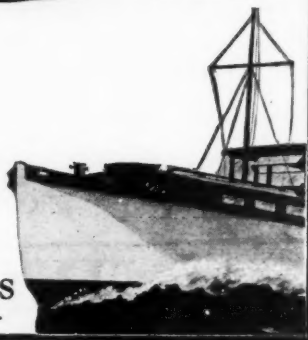


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Ruined Cities and Rare Birds

(Continued from page 108)

we could camp here till morning. It would be uncomfortable, for though we had water we had no food, and the key was cloudy with mosquitoes. But it would avoid the risk of spending the night in a cranky open boat, no slight risk now that the stars were gone and that current pulling us toward the remote head of the bay.

But the others were for pushing on, and pride kept me from pressing the point. I did not want to seem more timid than my shipmates. Yet I confess to a qualm of regret when the utmost effort of my eyes could no longer distinguish the dark bulk of the island behind us and we had nothing to steer by but guess work.

When I had rowed an hour I changed places with Griscom. He crawled forward on the bottom, then lay still while I crawled over his back. The others crouched low and held their breath. Even so there were two horrid lurches which brought our hearts into our mouths.

Now I am enjoying the warmth of my sweater and pipe. My feet are under Griscom's seat, my head against Whiting's knees.

We shall very likely miss the schooner on one side or the other. All agree it would be better to make too much allowance for the current and find ourselves eventually to northward of the Albert, rather than to be carried up to the mysterious head of the bay.

The real danger lies in the crankiness of this damnable dervish of boats. McClurg mistrusts the dory more than any of us because his wider experience with dinghies enables him to realize more accurately than we, just how untrustworthy this one is. Each time one of us makes but the slightest sudden move—a quick reach for matches in a side pocket, and Delirium Tremens gives way on that side as if a ton of rocks had fallen on her gunwale. We throw our weight to the other side and she careens that way with greater haste—and further.

The bay is very still now, but it is an unnatural stillness. And those clouds look like wind. We all know that even a moderate wind would kick up a sea in which the survival of this cranky and overloaded coracle would be entirely subject to the whim of fate. Rowing would be out of the question, it would be a case of all hugging the bottom of the boat to reduce her instability as much as we could while each man prayed to whatever God he worships.

This is the chief danger. That each of us knows it is not inconsiderable, the avoidance of open allusion to it testifies eloquently.

For the first time the expedition is face to face with tangible peril. And it is a pleasure to watch the unanimous reaction. The men joke and they sing, but there is nothing forced about it, no nugatory strained quality. Each is relishing the spice of insecurity and offering silent thanks that he has been given companions who can share the rare sharp taste. It takes no psychologist or sensitive adept in human relationships to realize that bonds are forming which will endure though we live fifty years and separate tonight. No matter what the years may do—or petty circumstances of more immediate days, between any two of us there will be something—call it reciprocal respect or what you like, but a stable, foundational something which did not exist two hours ago for all our joshing amity together. Indeed the upgrowth of hatreds would only throw into greater relief this tested thing. "He's a pig," one may say (or a cad or what-you-will), "but that night on Ascension Bay he came through with the Stuff, he showed he Had It."

Unmistakably the gentle zephyr of a few minutes ago has become a breeze. But overhead it skims away one patch of scummy cloud and shows the bright pan of the sky.

"Cap'n," Griscom addresses McClurg, "Cap'n, Suh, dis nigger an' me has done passed dat star you gave us, could you pick us out anodder, Suh?"

"There she is," says McClurg, as the sky breaks out behind also. "She's a little south of your stern now, but that's all right, she's moved a bit and we've got to allow plenty for this current."

The breeze keeps freshening, a sizable wave rolling by us pulls down the port oar, Griscom misses with the starboard one and as he falls back against McClurg's knees Delirium Tremens drops her starboard gunwale and takes a two gallon bite out of the following wave. I bail with a gourd in one hand and a sponge in the other. Griscom recovers himself and rows very warily.

"Let me row," begs Whiting, for the fifteenth time, seeking

(Continued on page 114)



A Few of the Many Trophies Won by Lockwood Owners in 1926.

Judge 1927 Promises by 1926 Performance

In 1926 the L-A Twin made Outboard Motor history. From all sides have come remarkable records of accomplishment. The Trophies shown above are evidence of only a few of its many victories in the hands of enthusiastic owners.

Louisville, Ky.: July 4th. New World's Record 19.904 miles per hour. Won in Class B. July 5th, second place in Class C race at 19.69 miles per hour.

Birmingham, Ala.: July 4th. Entered nine races, took nine firsts—winning in all classes.

Laughery Inn, Inc.: (Ohio Valley Races) Won both Class B and Class C races.

Savannah, Ga.: Labor Day. Won free-for-all against larger motors.

Lake George, N. Y.: August 26th. Won free-for-all. "....." came in almost a mile ahead of nearest competitor."

Cleveland, N. Y.: Labor Day. Wm. Reynolds won "with minutes to spare," against larger motor capturing coveted Syracuse Herald cup. Also North Shore Y. C. cup for Class B.

Buckeye Lake, Ohio: Labor Day. Telegram, "Lockwood Twin wins outboard races over motor."

Jamaica Bay, N. Y.: August 7-8. Rockaway—State championship regatta. In free-for-all, won first and second, first day, and second place second day.

Manhasset Bay, N. Y.: August 22. Gold Cup Regatta. In competition with larger motors took second and third places.

Detroit, Mich.: Tenth Annual Regatta. Won Weyhling Bros. trophy for Class B and also Schrips one design class.

New York, N. Y.: Hudson River Marathon, 75 miles. Won Class B by big margin over larger motor.

Eagle River, Wis.: August 15th. On Spee-Dee-Vee boat won in competition with larger motor, even start.

Jacksonville, Fla.: October 9th. "Puddle Jumper" won free-for-all and other events against big field of larger motors.

Norfolk, Va.: Won Class B race in 3 min. 16½ sec. making higher speed than winner of Class C race.

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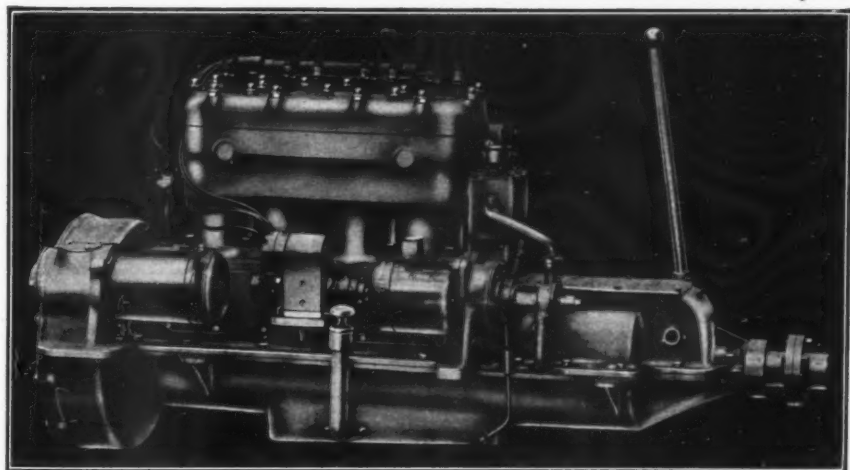
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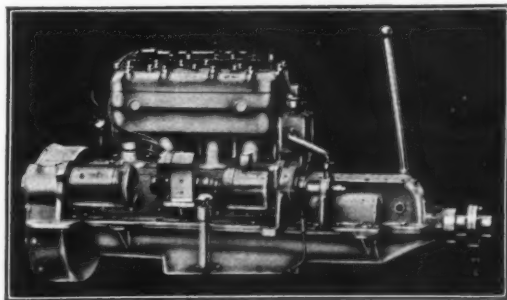
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Ruined Cities and Rare Birds

(Continued from page 110)

a chance to make amends for that spark plug. And for the fifteenth time his proposal is voted down, three to one. For the man in the stern to change places with the man on the center seat would be taking too great a risk with the boat's unstable temperament.

There is irony in the fact that the water is nowhere more than eight to twelve feet deep. Just enough to drown.

"If she sinks at least two of us can keep above water by standing on the other fellows' shoulders," grins Griscom, pausing in his labors to wipe the sweat out of his eyes with the back of his hand. "We might draw lots now to see who'll be the foundations."

"Mason's the tallest," chuckles McClurg, "we'll unanimously elect him to one of the bottom positions."

"I can float for an hour," remarks Whiting.

"With me on your chest?" asks Griscom.

"You can hang on to the engine."

"Thanks, you can have the anchor."

"That leaves us an oar apiece, Mason," observes McClurg. "Say, finding that oar was what you might call luck."

"Yeh, without it we'd be feeding mosquitos back there on the key now." Privately I am half wishing we were back on that key, mosquitos and crocodiles are easier to deal with than this rising sea.

"Spinden knew a man on the Mosquito Coast who traded a woman for an oar," relates Griscom.

"On Ascension Bay he'd throw in his children for good measure"—Whiting.

"If the Queen of Sheba tried to board us now what would you do?"—McClurg.

"I'd give her the oar—the butt of it"—Griscom.

"I'd give a harem for a spark plug"—Whiting.

"Your hour's up Griscom, my turn now," says McClurg.

But McClurg has a bad hand, which was operated on just before he left Chicago. For this reason we have forbidden him to do any rowing. He insists, however, that he can row one oar, which will make it easier for me than pulling both of them again.

"Which oar did you row at the New York Athletic Club?"

"Port, which did you row at Yale?"

"Starboard; you see its just right, and we'd make much better time that way," argues the Navigator.

So we try the change. For now it is a race between us and the rising wind, as before it was a race between us and descending night.

The grey scummy clouds have covered the whole sky again. There is nothing to steer by but the feel of the wind. But we are making better time. We should have rowed double like this all along.

McClurg is applying most of his strength through the good hand, using the weak one to help guide the long sweep—both oars are too long for the narrow boat. In spite of his handicap every time I relax vigilance—as when I peer over my shoulder in the hope of seeing a light—he pulls the bow around against me. It is obvious that he rowed in a Yale Varsity eight—even though that was twenty-five years ago.

"Light on the starboard beam," shouts Griscom.

"It's the lighthouse, if you really see it," says the Navigator, whose eyes are not so sharp as the ornithologist's.

"Yes, I see it," I put in, "good, that means we're keeping up against the current!"

We row with new energy. Now McClurg sees the light, too. But in a few minutes the night thickens and we all lose it. However, even that glimpse of it is great encouragement. At least, we are not being taken sideways up the bay where there is no hope of familiar landmarks. Now if we can just keep away from those seas which curl angrily up to our starboard quarter. It's a race against rising wind and sea. Oh, if we had only rowed double from the beginning! Such a little mistake may make all the difference between our eating barracuda tonight and being eaten by them.

Warily now we row, spurring when a particularly threatening wave throws its white crest forward with a hiss.

"What do you suppose they're doing on the schooner?" asks Griscom.

"Studying my library," suggests McClurg, who brought with him a good deal of popular reading matter which appeals to Gough and the literate part of the crew.

The eastern sky is darker than the rest, an ominous sooty black.

"They may be looking for us in the Imp," I suggest, "we might fire a gun."

(Continued on page 118)



George H. Townsend's "Greenwich Folly," powered with a Delco-Remy Equipped Packard engine, set a new record for the Gold Cup Race at Port Washington, L. I., on August 21.

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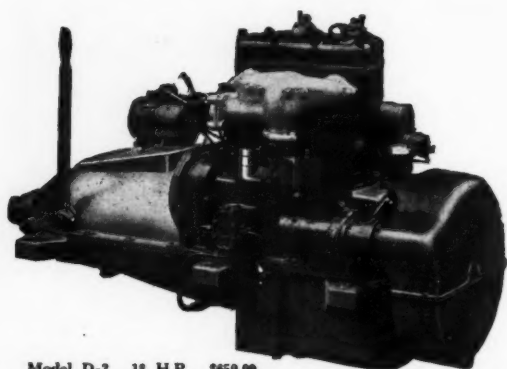
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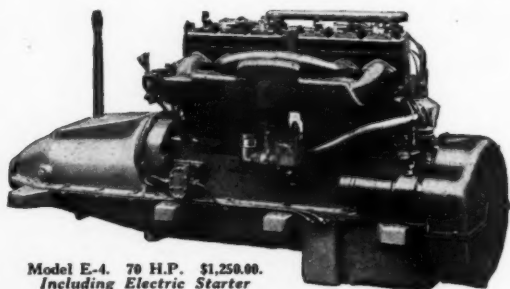
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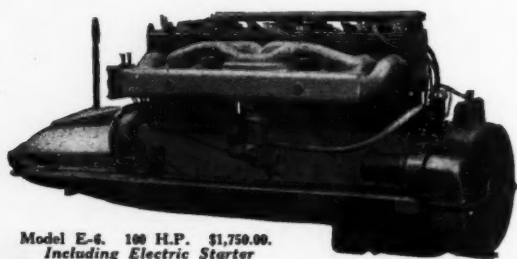
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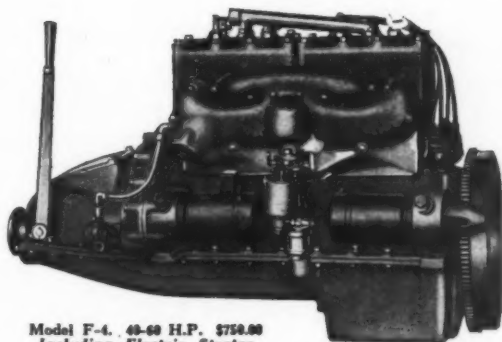
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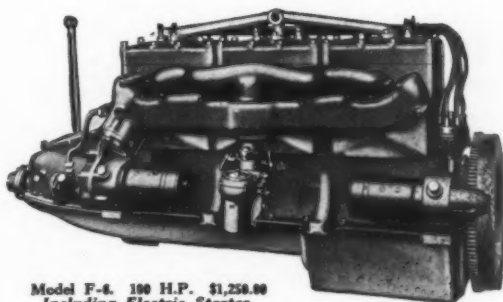
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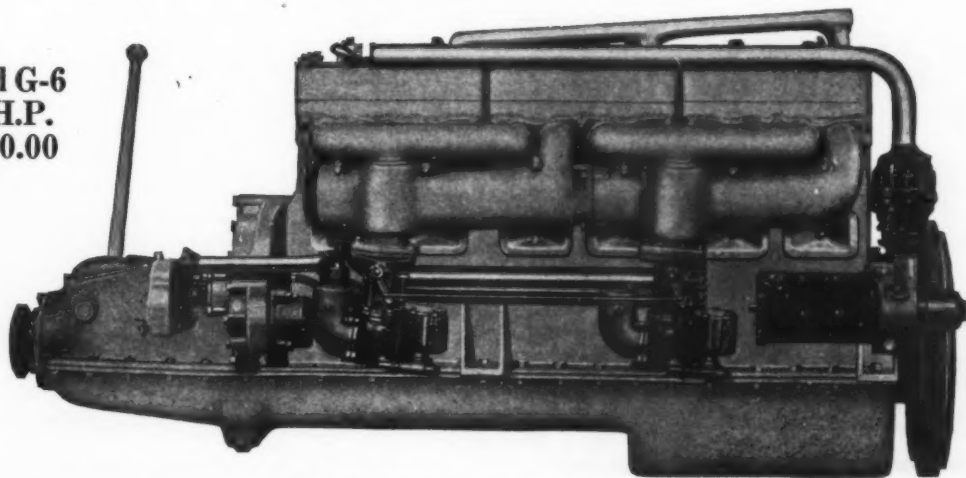


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Ruined Cities and Rare Birds

(Continued from page 114)

"No harm in trying," says McClurg.

"Where are your cartridges?" asks Griscom.

"In that musette, under Whiting's feat."

"Right in the water then. Well, we'll test 'em."

Griscom loads my shot-gun, closes the breach with a snap. "Look out how you take that recoil, Delirium Tremens won't like it!"

"Here's where I even up and deafen you, Fellah." Griscom sits up on the floor boards, pointing the gun to starboard and slightly ahead to make the full flash show in that direction.

To avoid the concussion as much as possible I crane my head over my right shoulder.

"Light ahead—on the port bow!" I yell.

"Yes, Sir, I see it. Listen Fellahs," urges Griscom, whose hearing has recovered.

Faint but unmistakable the even whirr of an engine reaches our grateful ears. Sounds like the other Johnson in the Imp.

Forgetting my own advice about taking the recoil I snatch the gun from Griscom, hold it at arm's length, pull both triggers in quick succession. The gun leaps twice against my right hand, the trigger guard tearing the skin on the middle finger.

Delirium Tremens wobbles, ships another gallon on Griscom's shoulder.

We fall to the oars with a will.

"How far off are they, do you think?" asks Whiting.

"Bet we reach them in five hundred strokes." I begin to count aloud, then to myself.

"If it's the Imp she'd better scoot for the schooner," laughs McClurg, "Look at the east."

That black wall of cloud is towering up, covering half the ascent of the eastern sky. Perhaps we could transfer one man to the Imp with great care. That would help a little.

"It'll be something to have companionship in misery, anyway," jests the bird man. "How many now, Mason?"

"Two hundred and thirty-six, thirty-seven, thirty-eight," I count the sweeps of the long white oar, slippery in my tiring grip.

"Want me to spell you, Fellah?"

"Hell, can't shift now," sings out McClurg—"lift her."

We lift her, and escape all but the foam of a chief of waves.

I don't dare take my eyes off those angry rows of white sea horses, running us down as knights would ride down a pedestrian. It's a case of let 'em come, then jump from the big ones—lift her.

But if McClurg and I don't dare look at the light, Whiting and Griscom give frequent bulletins, like coxwains encouraging their spent crews.

"Dead ahead—that's right—steady now—they're coming fast."

Indeed the noise of that engine grows louder every second.

"Hell," sings out Whiting, and his voice has a sudden jubilation, "if that's a Johnson I'm Mussolini. That's a pair of Lathrops!"

"You're right, it's the schooner," yells Griscom, "see there are two lights now, one lower down. She's a long way off yet, though, or we'd have seen that lower light before. Funny how that racket carries in the wind."

"No, she's not so far, they just put up that lower light," argues Whiting. "Good thing they put that first lamp in the rigging. Somebody used his bean."

I venture a quick peek over my shoulder. Good old Albert, the whole blot of her shape is plain now, and the hump on her stern—those absurd shacks.

"Watch it now, Mason, wait till that big one's past, then pull like hell," coaches McClurg. The big one sweeps under our lifted stern with the last hiss of the cheated sea. I pull like hell while McClurg eases. Our bow comes around, we run into the surges now—safely.

We row with diminishing force as we range under the schooner's lee. Eager hands grasp our gunwale, others pull us aboard while one Indian seaman secures our painter and another leaps into Delirium Tremens to pass out our dunnage.

Spinden used his bean. Gough said we were all right, and the Captain had no light showing except the lantern on the engine room top. Spinden insisted on hoisting it, then insisted on running out to look for us.

We praise his headwork and pour out a round of rum, stripping off our steaming clothes in the cosy hold. We praise it with renewed fervor as the east looses its threat at last.

(Continued on page 142)

Rosewill

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Such a boat as can come only from fine co-operation between competent architects and competent builders.

A boat in which every detail of a splendid design is realized and enhanced in value by the finest workmanship.

The building of a superb yacht such as ROSEWILL requires the maximum of shop and yard facilities plus a right spirit on the Builders' part.

The DEFOE BOAT & MOTOR WORKS has the maximum facilities and makes a fundamental principle of co-operating with Owner and Architect toward the making of a perfect product.



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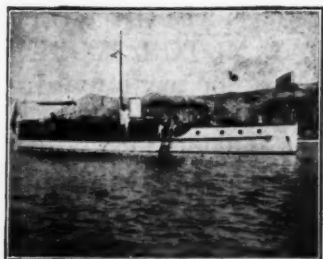
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The pleasure yacht "Katherine" owned by Jonah Jones, Jr., of Long Beach, Cal.—50 H.P. CUMMINS.

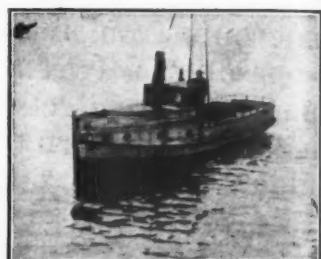
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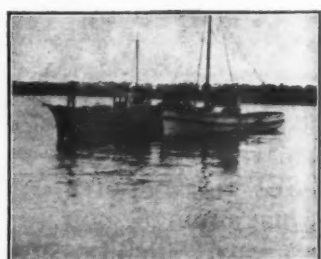
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Booth No. 56



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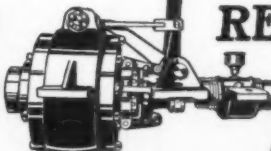
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THERE is no incandescent searchlight on the market today that projects more beam candle power per watt than the LEBBY.

The yachtsman who wants the most efficient, reliable and durable searchlight he can get will find the LEBBY is the light he wants. Objects from one-third to one mile away are readily picked up by the LEBBY. The LEBBY is manufactured of solid brass throughout and is guaranteed to withstand the most severe conditions.

Made in five sizes, 6-12-25-32 and 110 voltage, and finished in four types, polished brass, battleship gray, nickel-plated and black nickel.

We also manufacture a complete line of running lights and cabin fixtures. Let us know your requirements.

Visit Our Complete Exhibit at the Twenty-second Annual Motor Boat Show, Grand Central Palace, New York, January 21 to 29, Booth 65, Third Floor.

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FORESTVILLE, CONN.

BRASS YACHT BINNACLE

Octagonal and Hexagonal Skylight Shelf Binnacle, with central electric cap and spare oil lamp and holder; conical brass hood for night; brass cylinder with base flange to fit on shelf. Can be fitted for underlight.

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Marine Engines Built by "Gar" Wood

won and defended the
HARMSWORTH TROPHY

These record-breaking engines are available for your speed boat or cruiser.

Write for particulars

GAR WOOD, INC.

319 CONNECTICUT AVENUE

DETROIT

Miami Beach Boat Slips

(Continued from page 31)

assure all listeners that in point of scope and mechanical competence it is equalled by few and excelled by none.

The boat house, which contains twenty-seven slips capable of housing as many 75 foot express cruisers, was begun early in the spring of 1926 and fully completed before December first. Spanish type architecture to harmonize with the plant's luxurious surroundings prevails throughout—even to the hand wrought ornamental iron work of the front and rear gates and lighting fixtures.

The main building is 150 feet wide; jutting 360 feet out into Biscayne Bay just north of the eastern end of the Venetian causeway, and rests upon concrete piling driven down to bed rock. With negligible damage to anything save its movable fittings, it withstood the vicious attack of the widely advertised September storm. Obviously it is a life time job.

A concrete floored aisle, on either side of which are located slips, runs the entire length of the building; while an efficient looking array of fire plugs and lockers are featured that may well be pointed to with pride. The super-structure is capable of sustaining heavier loads than in all probability will ever be placed upon it.

In front—at the shore end, that is to say—the main building widens to provide the space necessary to 100% service. Four large store rooms are well stocked with hardware accessories, and a complete line of marine supplies, which are said to be priced within reach of modest purses rather than the millionaire bank accounts—a not unattractive feature even to the latter.

The spaciousness of the institution's machine shop is exceeded only by its potential efficiency for every machine necessary or desirable to speedy service is installed therein. Here one finds milling machines, lathes, drill presses, electrically driven hack saws and other equipment of the very latest model. A force of six skilled machinists is maintained.

Doubtless proceeding on the ancient theory that the way to a customer's heart is through his stomach—a conclusion that was not reached by carving a hole to the former organ and dropping a plumb-line through—an up-to-date delicatessen restaurant is being installed for the convenience of boat owners and crews.

Above are sleeping quarters for twenty-three men, with single and double rooms, individual shower baths and ample closet space. In all there are six fully equipped lavatories in the building, upstairs and down.

Not the least by far among modernized service features in connection with the Fisher plant is a dry-dock of the very latest improved lift type, which is capable of raising a 75 footer out of the water in 8 minutes. It is operated by an electrically driven cable hoist, its machinery being housed in a separate building at the southeast corner of the main plant.

According to the manager, all available slips have been taken for the present year, mostly by winter visitors; and, off-handedly, one is given to understand that boats housed and serviced here total close to a million dollars in value, running all the way from \$20,000 to \$85,000 apiece.

At first blush this might seem to be a rather broad statement, but when the prominence and financial rating of a few of these customers is taken into consideration, the claim is far from incredulous. On the list one finds such men as Webb Jay of Chicago and Carl G. Fisher himself, whose palatial yacht, Shadow K, is the particular envy of many a New York and Florida yachtman.

Here, too, Marinette II owned by Mayor E. C. Romfh of Miami and built by the Consolidated Shipbuilding Corporation at Morris Heights, N. Y.; likewise the 60 foot, Dumphy-built express cruiser of P. M. Gelatt, president of the National Gauge & Equipment Co., La Crosse, Wis.

John Seybold of Miami entrusts his Pauline M to the care of this ultra-modern service station; and here, moreover, is Elliot Sheppard's well known Lawley cruiser Terra Bella. Another superior craft housed is Lenza, a Consolidated-built, twin-screw day cruiser owned by T. G. Dickinson of the Marquette Cement Co., Chicago.

Landscape in a style befitting the pretentiousness of the building, with a profusion of stately royal palms and flowering shrubs, the park in front mountains the high decorative standard of other Miami Beach institutions.

Which, needless to say, is no mean achievement.

Many Boats Building

We are advised that there are at this time some 171 boats building from designs by Eldredge-McInnis, Inc., the Boston naval architects. While this number may seem large, it is a fact and is due almost entirely to the development to the stock boat. There are three builders producing stock boats from this company's designs, and there are also many special boats under construction.

New! Different!! Radically Better!!!

An entire new line of windlasses, boat and sail hoists, davit winches, steerers and remote reverse control for engine will be shown at the Motor Boat Show, Grand Central Palace, New York, January 21 to January 29. Booths 101, 102, 103, 104, 153 and 154.

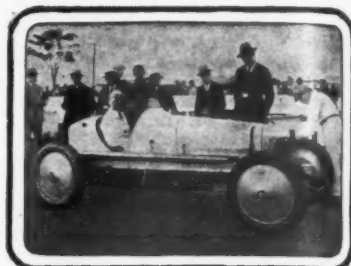
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CULMINATION of over twenty years' successful experience in making the highest grade of spark plugs for the most exacting service, including U. S. Government aviation, racing craft and automobiles, tractors, outboard motors, and long haul motor-bus transportation.

Many new and exclusive features—see them in the Rajah Spark Plug Exhibit at the Motor Boat Show, Grand Central Palace, New York, January 21 to 29—Booth 98, Third Floor.

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I have used the W-S-M in three auxiliary cruising schooners and one power boat designed for deep water cruising where reliability of motor was of utmost importance.

The largest is the "Missoe," designed for Mr. U. S. Carnegie, 75' over all—has a speed under power of eight statute miles, which I consider a remarkable performance for your engine.

The schooner "Wonderer IX," owner, Harvey J. Flint, Providence, R. I. The "Windjammer," owned by Com. Edward Crabbe of the Toms River Yacht Club.

The power boat installation is in the "Walrus," owned by George A. Thayer, 3rd, of the Manhasset Bay Yacht Club.

All are pleased with the economy of operation and the absolute reliability of the W-S-M. All of these installations have come under my personal observation during trial trips and actual service conditions, and it has been a source of considerable satisfaction to me that my clients have been so well pleased with the engine installation I have recommended to them.

Yours very truly,

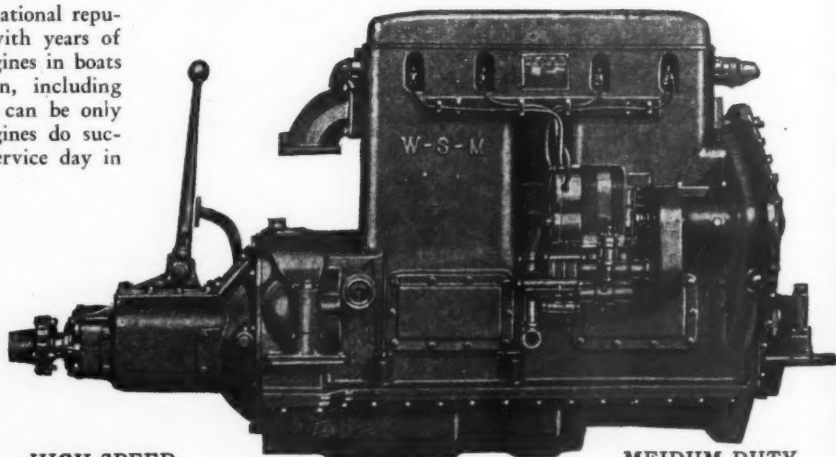
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Day In and Day Out the W-S-M Proves Its Built-In Quality

WHEN naval architects of national reputation and boat builders with years of experience use W-S-M marine engines in boats of their design and construction, including craft of every description, there can be only one conclusion—that W-S-M engines do successfully withstand all tests of service day in and day out for year after year.

Only the W-S-M Gives You All of These Features

Removable Cylinder Walls, Sliding Type of Reverse Gear, Swiveled Three Point Support, Cylinder Block and Crank Case Cast Integral. Overhead Valves with all Mechanism in Detachable Cylinder Head. Pressure Lubrication Without Exposed Piping.



HIGH SPEED
48 to 60 H.P.
1,000 to 1,400 R.P.M.
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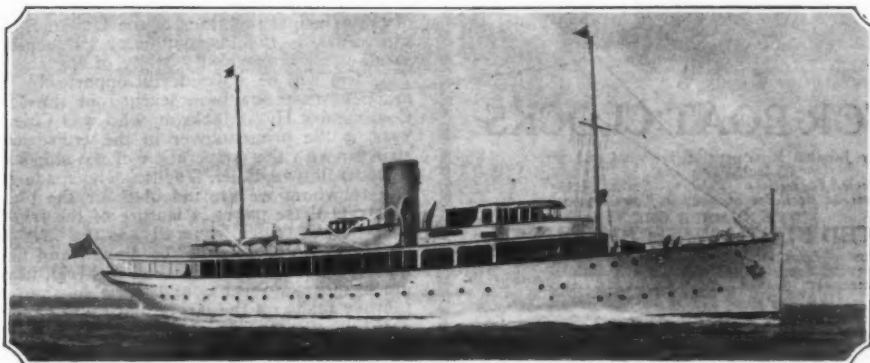
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Advertising Index will be found on page 172

WINTON

Diesel Engines



"SAVARONA." Richard M. Cadwalader, Jr., owner. Designed by Cox & Stevens. Built by Newport News Ship Building and Dry Dock Company. Length, 185 feet. Beam, 27 feet. Draft, 10 feet, 6 inches. Power, Winton-Diesel Engines, twin screw, total 1600 H. P.

WESTERN UNION TELEGRAM

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The Winton Engine Co.
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Arrived here after a non-stop
run of 77 1/2 hours from Phil-
adelphia. Engines fine and
running good.

R. W. Hanson
Chief Engineer
Yacht Savarona

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The WINTON ENGINE COMPANY
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2½ inch Silver Dial.Beveled Glass. Screw Bezel.
Diameter at back for opening in Cowl 2¾ inches.**TYPE NUMBER ONE****INSERTED FLUSH WITH BULKHEAD**Diameter of back for opening in cowl..... 2¾"
Diameter of flange..... 3¾"
Diameter over spokes..... 5"

Price, \$15.00

TYPE NUMBER TWO**BULKHEAD PROTRUDING TYPE**Diameter of back..... 3¾"
Height..... 2¾" (Projects)
Diameter over spokes..... 5"

Price, \$16.00

Send today for Catalog of Boat Hardware

It's All Boat—Every Inch!

Speed! Power! Easy Control! Easy Riding! You'll find all these desirable qualities in Racine's Runabouts.

Beautifully proportioned, with concave bottoms, sharp noses, high-power Scripps Marine Motor. They come all equipped. The first cost is the whole cost—and the price is right.

Made in 3 sizes—19 ft., 22 ft. and 25 ft. Immediate delivery possible. Mention size you're interested in and we will send blue print and specifications.

RACINE BOAT COMPANY

1809 Holborn Street, Racine, Wis.

**All Under One Glass**

[Indirectly Illuminated]

THE new Elgin Unit Control Board, enclosing all essential instruments under one glass, is now available to every motor-boat owner. Contains an Elgin Chronometric Tachometer, Ammeter, Oil Pressure Gauge, Motor Temperature Gauge, Air Gauge for Gasoline line, and a 6-volt lamp.

Write for Complete Specifications

Elgin National Watch Company Tachometer Division
86 East Randolph Street, Chicago, U. S. A.**Yachtsmen Make Winter Cruise**

(Continued from page 36)

accommodations will be occupied by the members and friends of the organization. The vessel will set forth on a 5,000 mile voyage, which will take it to the island of Trinidad, and return. The ship is not a large one, being of 8,000 tons, with a maximum passenger capacity of about 60.

The speed of the steamer is 12½ knots, and she makes a five day sea voyage to St. Thomas, and from there proceeds to the islands of St. Croix, St. Kitts, Antigua, Guadeloupe, Dominica, Martinique, St. Lucia, Barbados, and Trinidad, stopping at each port long enough to give plenty of time to see all the sights, running between Islands at night.

One of the most attractive features of this trip is the plan to spend much of the time on the five days' run to and from St. Thomas, at navigation instruction, and general practice with the sextant. It is planned to figure up A. M. and star sights each morning, and also to work out Meridian altitude sights at noon, and afternoon sights at 4 P. M. One of the principal functions of the United States Power Squadrons, Inc., is the instruction of its members in the better handling of boats, and a study of the science of navigation. This trip will be a wonderful opportunity to put into actual practice what has been learned in the Instruction classes. Commander H. A. Jackson, who was Chief Commander last year, is the prime mover in the cruise and will act as instructor with the cooperation of the ship's officers.

According to E. H. Tucker, who made this trip last year, and to whom we are indebted for the photographs used to illustrate these pages, a feature of the trip which should appeal to yachtsmen generally, is the fact that there will be no music, no dress suits for dinner, and no formality of any kind. Others who have taken this trip, have stated that it is much more agreeable and sociable than the more formal journey made on the larger and more expensive steam ships.

While this cruise is planned chiefly for members of the United States Power Squadrons, yet all yachtsmen who may be interested in the subject of navigation and the sea in general will be welcome on this cruise by the officers and members of this organization. Here is a chance, therefore, to cruise 5,000 miles through southern waters in company with the best of fellows, learning or applying those features of motor boating which makes the sport most worthwhile, and with just enough time ashore to break the routine. The ship will leave New York on Friday March 4, 1927, and return to the same port on April 1st. The fare for the entire voyage, including all necessary expenses varies from \$160 to \$200, according to the location of the cabin chosen. It is suggested that any of our readers, who may be interested, communicate with Commander H. A. Jackson, 309 East 22nd Street, New York, N. Y. as soon as possible, as the number of yachtsmen who can be accommodated is limited.

An Interesting Display

The Walter H. Moreton Corporation of Boston, have arranged an unusual display consisting of the complete engine room equipment necessary for a modern twin screw motor yacht. They have set up two model BB-six cylinder, 75 h.p. Red Wing Thorobred engines, arranged for a twin screw installation. The engines are equipped with copper pipe pans for the carbureters, with a return line from the pans to the intake manifold to insure a dry pan when the motors are running. They are also equipped with Autopulses, so arranged that both motors may be run from one or the other unit of pumps.

**KROH BOAT TOPS**Used by
Chris Craft
Purdy Boat Co.
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and others.

KROH TOPS are made right and fit right. Honest work and best grade of materials have made Kroh Tops the choice of America's best known runabout builders and designers. Send for our catalog showing a complete line of Boat Tops, Spray Hoods, Life Preservers, Cushions and Pillows.

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AMERICA'S FINEST OIL



Lubricates Best By Every Test

WHAT test for motor oil is more severe than the strain of a race. No small percentage of the responsibility of winning or losing a race rests upon the quality of oil used in the engine. Winners in boat racing and the kings of the automobile speedways know this and they use and win on Oilzum Motor Oil.

Oilzum is the Perfect Lubricant for Marine Engines. Made from the cream of Pennsylvania Paraffine-base oils, it possesses highest flash and fire tests. It stands up longer than other oils and maintains a more even body at all operating temperatures, protecting the cylinder walls, bearings and all wearing surfaces against wear. There is a grade of Oilzum for every make of marine motor and automobile engine.

These Champions Use Oilzum

Dr. L. R. Van Sant, owner of Doe's 1-I, winner of Belgian Trophy for 725-inch hydroplane class; Willard M. Waugh, owner of Little Star, winner of the Rudder International Trophy for 151-inch hydroplane class; and these champion automobile racing drivers, Tommy Milton, Eddie Hearne, Peter de Paolo, and Frank Lockhart, use Oilzum in their pleasure cars as well as for racing.

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your car as well
as in your boat



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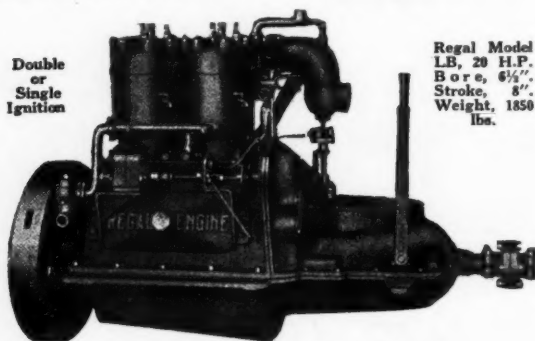
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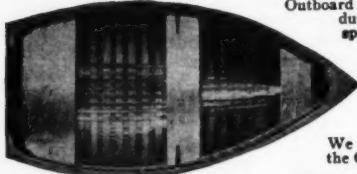
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HOLDER OF THE WORLD'S 24 HOUR RECORD

Eastern Boats Break World's Records

(Continued from page 13)

Skip—owned by H. G. Graves, powered with a 4 h.p. Evinrude;

Pep—also owned by H. G. Graves, and powered with a 4 h.p. Evinrude;

Holy Smoke II—owned by B. H. Hebgen, powered with a 6 h.p. Johnson;

Ben Hur—owned by the Marine Sales and Service Company, carrying a 6 h.p. Johnson; and

Bullet II—owned by Dr. Fiske, powered with a 6 h.p. Johnson.

Late on Friday afternoon all contestants were taken out of the pier shed, placed on a Navy barge and transported on it to the race course. A self-propelled floating crane from the Naval Air Station was on hand early Saturday morning to put the speed boats overboard in time for warming up prior to the first heat which was scheduled for 11 A.M. This crane was available all Saturday and Sunday for handling boats.

A luncheon was given by the Chamber of Commerce the day before the races, at which the owners and drivers of the competing boats were guests of honor. The Elgin Trophy was much in evidence on the speaker's table. Another important preliminary event, opening two days before the races, was a small but nevertheless interesting Motor Boat Show held in the Municipal Pier Shed which housed the racing craft. The racers themselves were naturally the most interesting feature of this show. Visitors however showed a lot of interest in the various motor exhibits, and in the Fellowship cruiser and the several sailboats representative of the various one-design classes which race in San Diego Bay and nearby Pacific racing centers. There was also an interesting exhibit of outboard motors.

A big crowd was on hand on Saturday morning at 11 o'clock, to see the first heat of the 151 class. Weather conditions were perfect and eleven boats scored down towards starter Griffith. Several false starts were made but finally the boats got off beautifully. Miss Spitfire V quickly took the lead, going at a tremendous pace. She made the first lap at 47.64 m.p.h., a world's record for the class. Her triumph was short-lived however as just after the completion of the first lap something went wrong with her propeller and she withdrew. Miss Spitfire VI won the heat at 42.33 m.p.h. Angeles I and Miss Westchester II taking second and third places respectively.

The second heat for the 151 class, starting at 1:11 P.M. Saturday, found conditions as ideal as they had been for the first. Eight boats started, Miss Spitfire V unfortunately had been unable to make repairs after her accident in the first heat. The second heat was won by Miss Spitfire VI at 42.07 m.p.h., Boots II and Midge II taking respectively second and third places.

The next event of importance to the motor boating contingent was the first heat of the outboard race. Boats in classes A, B and C were run together. Bullet II was an easy winner over the 2-1-2 mile course, at 16.42 m.p.h.

Saturday's racing closed with the third heat for the 151 class. Eleven boats faced starter Griffith, Miss Spitfire VI quickly taking the lead and holding it throughout the event which she won at the record breaking speed of 43:67 m.p.h. As Miss Spitfire VI flew up the back stretch behind the Judges' float her hull was seen at least once to almost completely leave the water. Boots II and Angeles I took second and third places.

Saturday's racing opened with the fourth heat of the 151 class. A light shower in the early morning somewhat dampened the enthusiasm of prospective spectators, but the sun was out some time before the start, which was scheduled for 11 A.M. and a good sized crowd was on hand to see the heat. Miss Spitfire V was seen to be in running condition, and with the ideal water conditions prevailing a new record seemed probable. Eight boats started when Griffith dropped the red flag at 11:15. Miss Spitfire V was evidently in fine shape; she quickly took the lead and maintained it throughout both laps, averaging 45.55 m.p.h. for the five miles. Miss Spitfire VI followed the other Ran boat into second place, and Angeles I took third. This heat also created new records, and Miss Spitfire V wins the Elgin trophy by her performance.

The fifth heat started at 1:00 P.M. sharp. Miss Spitfire V again proved the star performer, this time breaking her record made in the previous heat by doing the five miles at a rate of 47.05 statute miles per hour. Miss Spitfire VI was second, and Angeles I was third.

The second heat of the outboard race started at 1:35 P.M. Holy Smoke who had capsized in the previous heat for the outboards, came in an easy winner at 17.06 m.p.h. Skip was second, and Bullet II third.

(Continued on page 134)



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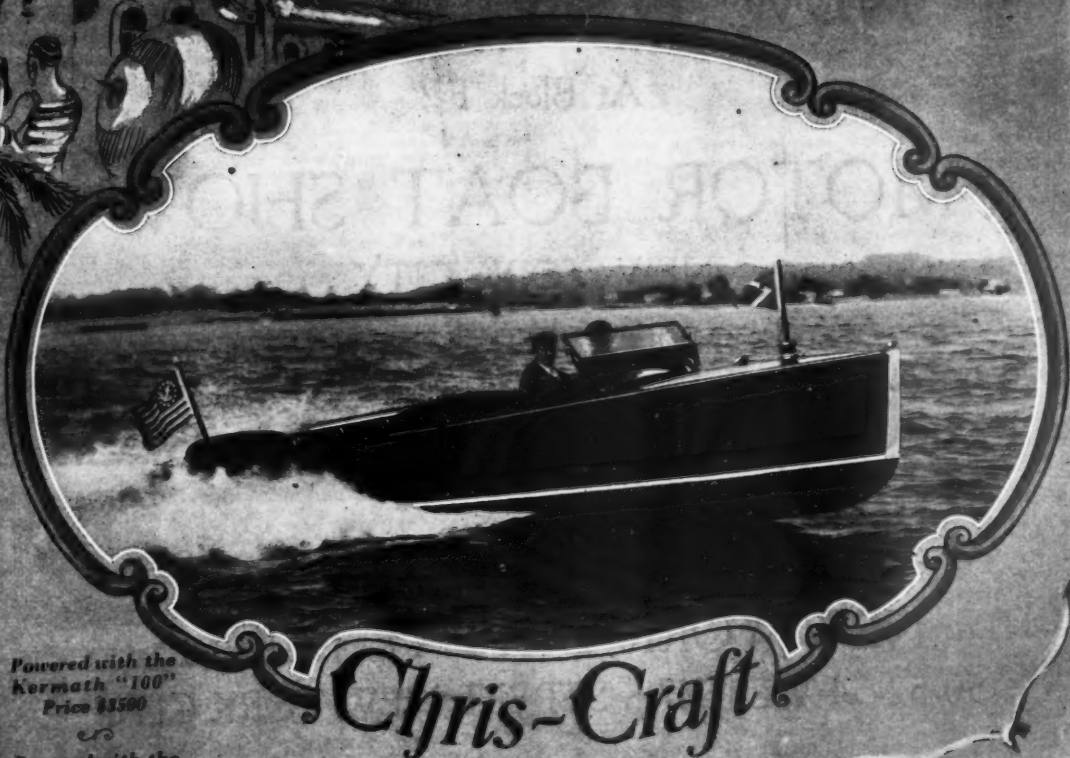
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ALGONAC, MICHIGAN

Eastern Boats Break Records

Summary of Results

(Continued from page 130)

151 CLASS HYDROPLANES							
Name of Boat	1st Heat	2nd Heat	3rd Heat	4th Heat	5th Heat	6th Heat	Total
Miss Spitfire VI	200	200	200	100	100	200	1000
Miss Spitfire V	...	...	...	200	200	10	410
Angeles I	100	...	50	50	50	100	350
Boots II	...	100	100	25	25	50	300
Midge II	25	50	20	20	20	...	135
Miss Quincy VII	14	20	12	12	11	20	89
Janet II	20	...	25	...	17	25	87
Miss Westchester II	50	...	17	...	10	...	77
Esmeral III	...	14	14	17	12	11	68
General	17	25	...	...	14	12	68
Hadley Plane II	...	17	10	14	9	14	64
Baby Mine	12	...	11	...	...	17	40
Smiling Dan III	11	...	...	...	...	...	11

Miss San Diego, Quicksilver III, Miss Hollywood, and Frances Marion scored no points.

HEAT NO. 1 December 11, 1926. Five Statute Miles							
ELAPSED TIME				SPEED IN MILES PER HOUR			
Name of Boat	1st Lap	2nd Lap	Both Laps	1st Lap	2nd Lap	Both Laps	
Miss Spit-Fire VI	3:35.3	3:29.9	7:05.2	41.80	42.88	42.33	
Angeles I	3:41.0	3:30.0	7:11.0	40.72	42.86	41.76	
Miss Westchester II	3:35.5	3:35.8	7:11.3	41.76	41.71	41.73	
Midge II	3:54.0	3:51.0	7:45.0	38.46	38.96	38.71	
Janet II	3:58.0	3:50.6	7:48.6	37.82	39.03	38.41	
General	4:09.5	4:01.5	8:11.0	36.07	37.27	36.66	
Miss Quincy VII	4:07.5	4:07.0	8:14.5	36.36	36.44	36.40	
Baby Mine	4:20.0	4:14.5	8:34.5	34.62	35.36	34.99	
Smiling Dan III	4:18.3	4:19.7	8:38.0	34.84	34.66	34.75	
Hadley Plane II	4:30.0	(Did not finish)	33.33	...	...	...
Miss Spit-Fire V	3:08.9	(Did not finish)	47.64	...	...	...

HEAT NO. 2 December 11, 1926. Five Statute Miles							
ELAPSED TIME				SPEED IN MILES PER HOUR			
Name of Boat	1st Lap	2nd Lap	Both Laps	1st Lap	2nd Lap	Both Laps	
Miss Spit-Fire VI	3:42.9	3:25.0	7:07.9	40.38	43.90	42.07	
Boots II	3:40.0	3:40.3	7:20.3	40.91	40.85	40.88	
Midge II	3:53.5	3:50.3	7:43.8	38.54	39.08	38.81	
General	4:04.6	3:59.4	8:04.0	36.79	37.59	37.19	
Miss Quincy VII	4:25.5	4:19.5	8:45.0	33.90	34.68	34.29	
Hadley Plane II	4:30.3	4:30.7	9:01.0	33.30	33.25	33.27	
Esmeral III	4:37.3	4:27.3	9:04.6	32.46	33.67	33.05	
Smiling Dan III	4:20.0	(Did not finish)	34.62	...	...	...

HEAT NO. 3 December 11, 1926. Five Statute Miles							
ELAPSED TIME				SPEED IN MILES PER HOUR			
Name of Boat	1st Lap	2nd Lap	Both Laps	1st Lap	2nd Lap	Both Laps	
Miss Spit-Fire VI	3:24.4	3:27.8	6:52.2	44.03	43.31	43.67	
Boots II	3:35.5	3:29.2	7:04.7	41.76	43.02	42.38	
Angeles I	3:41.2	3:27.0	7:08.2	40.69	43.48	42.04	
Janet II	3:51.7	3:50.3	7:42.0	38.84	39.08	38.96	

OUTBOARD MOTORS, CLASSES A, B & C		
December 11, 1926. Heat No. 1 Distance 2½ Statute Miles. One Lap		
Name of Boat	Time	Speed
Bullet II	9:08.0	16.42
Ben Hur	9:26.2	15.90
Pep	11:11.3	13.40
Skip	D. N. F.	
Holy Smoke	Capsized	
December 12, 1926. Heat No. 2, 2½ Statute Miles		
Holy Smoke	8:47.4	17.06
Skip	9:02.4	16.59

Midge II	3:55.0	3:51.0	7:46.0	38.30	38.96	38.63
Miss Westchester II	3:46.0	4:17.3	8:08.3	39.82	34.98	37.24
Esmeral III	4:15.7	4:10.6	8:26.3	35.20	35.91	35.55
Miss Quincy VII	4:13.7	4:14.3	8:28.0	35.47	35.39	35.43
Baby Mine	4:24.5	4:16.2	8:40.7	34.03	35.13	34.57
Hadley Plane II	4:36.3	4:31.2	9:07.5	32.57	33.19	32.88
Miss San Diego	4:56.0	(Did not finish)	34.01	...	...	...

HEAT NO. 4 December 12, 1926. Length of Heat—Five Statute Miles								
ELAPSED TIME			SPEED IN MILES PER HOUR					
Name of Boat	1st Lap	2nd Lap	Both Laps	1st Lap	2nd Lap	Both Laps		
Miss Spit-Fire V	3:18.0	3:17.2	6:35.2	45.45	45.64	45.55		
Miss Spit-Fire VI	3:27.0	3:27.3	6:54.3	43.48	43.42	43.45		
Angeles I	3:44.0	3:28.5	7:12.5	40.18	43.17	41.62		
Boots II	3:39.0	3:39.0	7:18.0	41.10	41.10	41.10		
Midge II	3:51.0	3:47.0	7:38.0	38.96	39.65	39.30		
Esmeral III	4:05.7	3:58.3	8:04.0	36.63	37.77	37.19		
Hadley Plane II	4:23.0	4:18.0	8:41.0	34.22	34.88	34.55		
Miss Quincy VII	4:40.0	4:35.0	9:15.0	32.14	32.73	32.43		

Miss Westchester II, Baby Mine, Frances Marion, General, Miss Hollywood, Janet II, Miss San Diego II, Smiling Dan III did not start, and Quicksilver III did not finish.

HEAT NO. 5 December 12, 1926. Length of Heat—Five Statute Miles								
ELAPSED TIME			SPEED IN MILES PER HOUR					
Name of Boat	1st Lap	2nd Lap	Both Laps	1st Lap	2nd Lap	Both Laps		
Miss Spit-Fire V	3:12.6	3:10.0	6:22.6	46.73	47.37	47.05		
Miss Spit-Fire VI	3:26.2	3:25.9	6:52.1	43.65	43.71	43.68		
Angeles I	3:32.3	3:25.0	6:57.3	42.39	43.90	43.13		
Boots II	3:38.0	3:39.0	7:17.0	41.28	41.10	41.19		
Midge II	3:55.0	3:36.0	7:31.0	38.30	41.67	39.91		
Janet II	3:56.5	3:53.5	7:50.0	38.05	38.54	38.30		
General	4:08.0	3:53.0	8:01.0	36.29	38.63	37.42		
Esmeral III	4:07.3	4:03.7	8:11.0	36.39	36.93	36.66		
Miss Quincy VII	4:13.0	4:09.0	8:22.0	35.57	36.14	35.86		
Miss Westchester II	3:47.3	4:38.7	8:26.0	39.60	32.29	35.57		
Hadley Plane II	4:22.0	4:13.3	8:35.3	34.35	35.53	34.93		

Baby Mine, Frances Marion, Miss Hollywood, Quicksilver III, Miss San Diego II and Smiling Dan III did not start.

HEAT NO. 6 December 12, 1926. Length of Heat—Five Statute Miles								
ELAPSED TIME			SPEED IN MILES PER HOUR					
Name of Boat	1st Lap	2nd Lap	Both Laps	1st Lap	2nd Lap	Both Laps		
Spit-Fire VI	3:28.0	3:26.9	6:54.9	43.27	43.50	43.38		
Angeles I	3:31.7	3:34.6	7:06.3	42.51	41.94	42.22		
Boots II	3:44.0	3:38.7	7:22.7	40.17	41.15	40.66		
Janet II	3:52.5	3:46.5	7:39.0	38.71	39.74	39.21		
Miss Quincy VII	4:10.0	4:07.5	8:17.5	36.00	36.36	36.18		
Baby Mine	4:14.0	4:10.0	8:24.0	35.43	36.00	35.71		
Hadley Plane II	4:20.0	4:13.0	8:33.0	34.62	35.57	35.09		
General	3:53.5	4:46.5	8:40.0	38.54	31.41	34.62		
Esmeral III	4:11.0	4:30.0	8:41.0	35.86	33.33	34.55		
Miss Spit-Fire V	5:15.7	3:36.3	8:52.0	28.51	41.61	33.83		
Quicksilver III	3:37.0	...	...	41.47	...	D.N.F.		
Miss San Diego II	5:45.0	...	...	26.09	...	D.N.F.		

Miss Westchester II, Frances Marion, Miss Hollywood, Midge II, Smiling Dan III, did not start.

Summary By Points				Total
Name of Boat	1st Heat	2nd Heat		
Bullet II	200	50		250
Holy Smoke	...	200		200
Ben Hur	100	20		120
Skip	...	100		100
Pep	50	25		75

(Continued on page 168)

1927 Hackercraft



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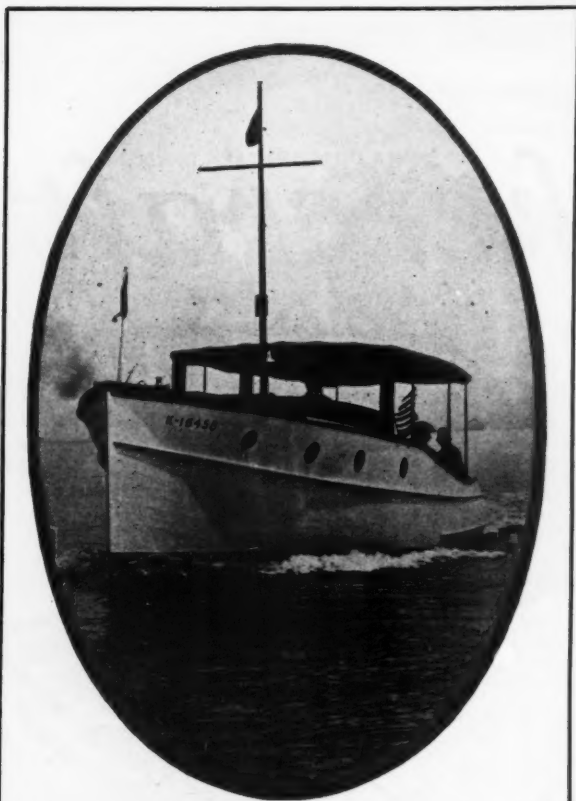
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Seeing Europe From Her Waterways

(Continued from page 39)

such as St. Peter's with its mammoth dome, Hadrian's Tomb with its frowning walls, the Bridge of the Angels, and scores of other monumental piles took on new and strange interest, thanks to Charlie Plank and his Evinrude.

Finally after an invigorating plunge into the stream when we returned to the Swimming Club, Charlie led the way down a narrow side street to the Anchovie where Tony served us fried chicken fit for Caesar or Mussolini, albeit without kingly napery or plate.

Waterways are essentially democratic. They bring one close to the people—a sort of backdoor acquaintance, oftentimes, which makes the contact all the more interesting. In Holland, for example, I found more small motor boats and outboard motors on the canals than on my previous trip, but the number was pitifully small. The Evinrude which I finally located in Amsterdam was pretty much of a curiosity as far as the Hollanders were concerned, showing that they had scarcely been sold on the idea of inexpensive, economical outboard motors for business or pleasure. But, as I was about to say, this easy means of transportation gave me close up glimpses such as give added charm to a trip in a foreign land.

With a stiff wind blowing from the North Sea, the Zuider Zee was rough when we got into our outboard-motor craft for sight seeing in the vicinity of Volendam. That picturesque and still unspoiled fishing village was in its Sunday attire. The population filled the main street from the curb on one side to the embankment on the other, while in the water at the foot of the embankment the whole of the village's working capital, in the form of a fishing fleet, bobbed listlessly at anchor.

Climbing up the embankment and mingling with the people we found them frankly curious about Americans and things from America. They were particularly interested in the portable motor. A few had seen such motors before but the majority appeared uncertain as to whether the machine was a cream separator or a new fangled wheat grinder. We tried the motor on one of the row boats in a little side canal and created quite as much excitement as if Queen Wilhelmina had stopped to make a visit.

Children with noisy wooden shoes swarmed the banks of the canal while their elders only a little less demonstrative peered over the children's heads to see what it was all about. Old people sunning themselves beside tiny flower gardens, rose, leaning on their canes to see what was going by. The unavoidable impression was that these sturdy conservative, thrifty people would make a wonderful market for outboard motors once they were convinced of the economy and reliability of such equipment.

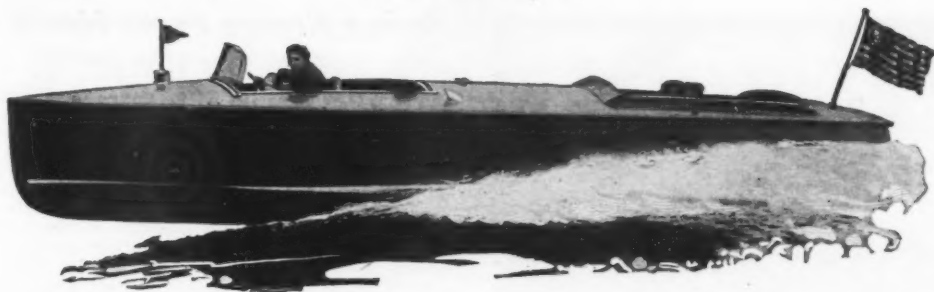
While these low-landers were typical of the potential users of motor boats for industrial or commercial purposes primarily, I found the Italian and Swiss lakes fairly swarming with opportunities for the use of outboard motors for pleasure craft. Lugano, Montreux, Lucerne, Stresa Interlaken, and also Venice were visited. The hotels in each of these popular tourist cities were alive with thousands of pleasure seekers from all the capitals of Europe. The water fronts served as beautiful promenades for the guests eager for something entertaining and different. The wealthy could afford to hire the well appointed motor boats but the majority had to content themselves with viewing the water from the shore or traveling in the little lake steamers.

No one seemed to have discovered the possibilities of offering outboard motors for hire, with or without drivers, as they say in the automobile business. Just as the Ford car has made a distinct place for itself in every European community, so these compact power units that can be attached to every fisherman's craft or to any pleasure row boat, must eventually win a place in Europe. They offer the opportunities for private pleasure trips which now only the wealthy can afford.

At each of the resorts I have mentioned I spent a great deal of time trying to locate an outboard motor which I might hire for a few individually conducted excursions on the lakes. There were none to be had. In fact I did not see more than a dozen such motors in the entire group of resorts. In every case these motors were privately owned—a fact which eager patronage-seeking boatmen thrust at me in broken English, hoping I would rent their boats as an alternative. They were utterly unaware of the fact that an outboard motor on the stern of their rowboat would bring them several times their present profits. (Much as I longed to do so, I had no opportunity in any of these resorts to repeat the good times I had on the Tiber.)

In Montreux, on exquisite Lake Geneva, I finally located

(Continued on page 138)



Two Outstanding Motor Boat Values

THESE new Dunphy Boats will win the favor of all who appreciate fine motor boats. Created with exceptional qualities by men who live in the spirit of boating. Designed and built for comfort and stability. Equipped with an abundance of speed and power. Easy to handle—and seaworthy. You'll find them *two outstanding motor boat values*.

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Salt water equipped. Shallow draft tunnel stern. Length, 18 feet. Runs in eleven inches of water. Beaches anywhere. Protected propellor. Plenty of room for nine passengers. Hull is cedar planked, brass and copper fastened, mahogany finished. Equipped with 4-cylinder, 15 H.P. Universal Motor, with electric starter. Makes 15 miles per hour. (Windshield and automobile top optional equipment.) Ready for immediate delivery—\$1275.00 F.O.B. Eau Claire.

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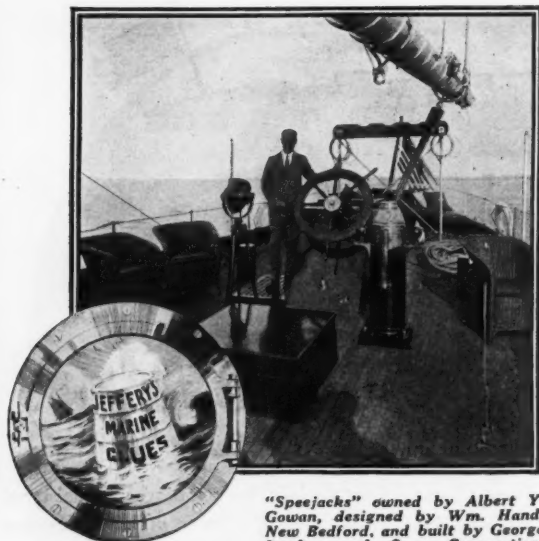
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Seeing Europe From Her Waterways

(Continued from page 136)

a native who professed ownership of an outboard motor that was for hire. He promised, volubly, to have the boat and motor ready for me the following morning at the hour of 6:30. Leaving a call with the hotel attendant for 5:30 a.m. I retired early, finally waking about 5 o'clock, thrilled with the idea of an early morning cruise. After breakfasting in solitary splendor in the huge, empty dining room I walked the two miles to the boat landing. It was a beautiful morning and the sunlight on the green mountain slopes, and white walled red-roofed villas created a scene of indescribable charm. Shortly before the appointed hour I arrived at the pier. But neither boat, boatman nor motor was in sight. I waited half an hour, three-quarters of an hour, a full hour, but all in vain.

Perhaps there is a lesson in this experience for the person who undertakes to introduce his wares among the Europeans. One must learn their ways and develop a sort of sixth sense with which he can detect the sincerity or insincerity of a promise, whether it be an agreement to render a service or to purchase goods. Each country has its own characteristics which become apparent whether one is traveling for pleasure or for business, and the traveller must adapt himself to these conditions if he is to make his trip a success.

In France my experience was quite in contrast to that on Lake Geneva. George DePasse agreed to meet me early one morning at the Hotel du Louvre and was there on the dot. What a wonderful time we had intermingling broken English and atrocious French while we put-putted along the Seine under the magnificent bridges that Napoleon had built. Twice we stopped and chatted with the police whom my companion knew intimately. These little emergency stations along the bank of the river, with now and then a suggestion of a tragedy that had taken place—perhaps just the night before—reminded me of my old police reporting days when sensations became commonplace and death lurked just around the corner.

The chugging tugs and the ponderous barges trailing after them; a fleeting glimpse of lofty Notre Dame cathedral on its little island; the roar of an ominous, throbbing, armoured river boat bearing the insignia of the army of France; a langorous, gaily hued floating restaurant being towed to the scene of some night festivity; occasional fishermen valiantly battling the current with heavy oars—all these mingled in the picture which we enjoyed that day.

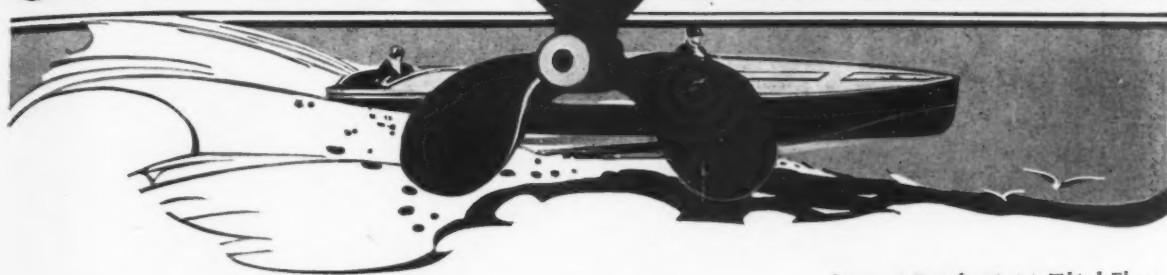
Later, we hopped into a motor car and drove 'cross country for fifty miles to the little resort of Auberge where peasant girls served us a dandy dinner on the banks of the Seine—a totally different river as it flowed past a grassy meadow on the one hand and a row of cliffs on the other, from the sides of which cropped the white rocks. As we motored down the Seine that afternoon we passed beneath towering ruins of mediaeval castles, broken bridges, and many other reminders of the antiquity of France. In this region a beginning has been made to capitalize on the recreational value of the river. A few pleasure fishermen have boats here and picnicking parties frequently come by motor car to eat under the trees and enjoy a few hours of boating. But the next few years are going to witness a tremendous increase in water recreation among the French themselves, as well as among the hundreds of thousands of tourists from America and European countries as well.

The best use which I found of any inland water courses in Europe was in the British Isles. John Bull has discovered his rivers and lakes long since and has made surprising good use of them. With typical British conservatism he has been reluctant to adopt outboard motors particularly if they are not manufactured at home, but gradually all this is changing. The Thames near London I found alive with hundreds of water craft. To be sure there were not half a dozen outboard motors to be seen but those that were in use were doing some very good advertising if I may judge by the interest that surrounded every motor, regardless of make, the moment it approached the shore. The punt is still the favorite small light craft for the London clerk and his girl friend and probably will be for a long time to come.

On the other hand I was impressed with the many fine motor boats of moderate size, which indicates a very substantial trade in this line. The British use of commercial motor boats and motor ships is well known and this makes the wider introduction of portable power units something that can be easily accomplished. For the tourist who has seen London from all of the convention viewpoints I can suggest nothing more stimulating than a journey up or down the Thames, taking the locks patiently, past Eton, Windsor

(Continued on page 142)

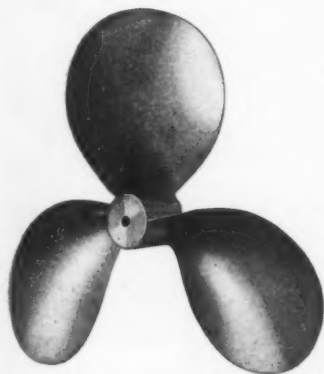
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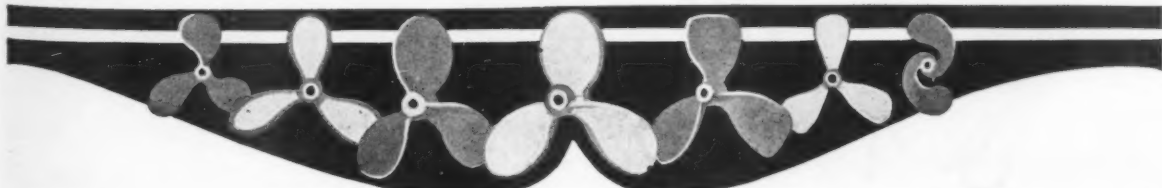
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Seeing Europe From Her Waterways

(Continued from page 138)

castle, Runnymede, Brantford, Kew Gardens, Hampton Court and a dozen other places of historic or scenic interest. The journey by water will open up a new England to such a traveler, and he will want to spend not one long memorable day, but many, poking the nose of his little boat farther and farther into the magnificently gardened country.

But if one sees undeveloped possibilities for commercial and pleasure motor craft on the Thames, in France, Holland, Switzerland and Italy—not to mention Germany and the Scandinavian countries—let him not pass by Bonnie Scotland. The Scotch have long since learned the economy of waterways. Witness the costly dredging of the Clyde to make Glasgow a seaport, and the Glasgow-Edinburgh canal, the Caledonian Canal and other improvements of this character. Much to our disappointment we were unable to carry out our plans to visit a regatta down the river from Glasgow, but instead we were privileged to enjoy a day on Loch Lomond. Haze hung about Ben Lomond and the other peaks so famous in song and story. The sunlight filtered through lighting up the highlands and the meadows in a magical way that transported one to another world. However, the unusualness of an outboard motor brought such a throng to the pier at Luss that we soon realized the humanness and reality of our surroundings. The guarded remarks by the villagers who were most curious about our movements and our picture taking indicated that they would have to be shown before accepting such a contrivance as we had on the rear of our craft. One young lady frankly announced that she had come to the pier to "enjoy listening to the American's accent." An old granny who at first eyed us with suspicion but later was quite friendly finally announced "You're an Englishman or some other kind of a furrigner."

At the end of the day, while the long twilight was setting down over the country, we climbed back into our motor and headed for Glasgow thoroughly tired after the hours in the open but with a fuller understanding of these several people in Europe who are reaching out for the things which America has learned to make for the purpose of lessening man's labor and multiplying his enjoyment. The markets are there, numerous and varied, offering a new challenge to the aggressive commercial interests of this country that are willing to blaze new commercial trails. And for the man who goes to Europe for pleasure, not business, I would say the waterways are there as a luring invitation to see the Old World from a new and fascinating angle—Europe's back door.

Round New Zealand by Motor Boat

(Continued from page 78)

ing the original five to continue the voyage next morning. At 11 a.m. departure was taken from Nelson the course being N 25 W the barometer standing at 29.68 and the cruiser sticking her nose into the sea kicked up by a stiff breeze. This course held for forty miles the major portion of which was with Farewell Spit a dingy line of low sandhills, on our port.

Instead of making her usual nine and a half knots it was found that the boat was doing but 8½ though the engines were turning at their usual 850 revolutions. This delinquency we put down to the fact that the usually heavy load of gasoline was stowed right aft, putting the craft very much out of trim. But this stowage gave more room so it was decided to let things sweat. At 3:30 Farewell Spit was abeam and we slowly rounded it commencing on what many regarded as the most hazardous part of the cruise.

(To be continued)

Ruined Cities and Rare Birds

(Continued from page 118)

Outside the wind is a battle.

McClurg looks through a porthole.

"What price Delirium Tremens in that mess!" He chuckles—the unexcitable one.

The schooner is anchoring as we sit down to hot tomato soup, fried barracuda, canned beef stew, yams, rice, beans, cherry tarts and coffee. The curtains laced down the sides of the porch flap and whirr in the wind.

"No wonder the engine wouldn't run," says Gough, who has been looking over our Johnson. "Spark plug made no difference—she wouldn't run anyhow."

"Why?"

"The fuel tank is full o' kerosine!"

(To be continued)



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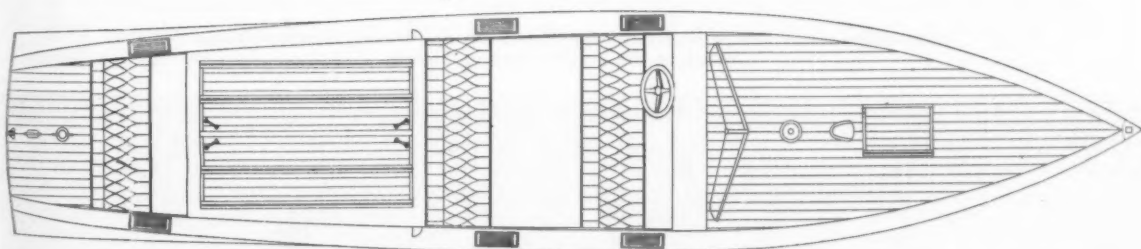
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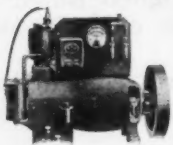
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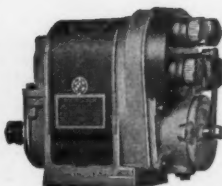
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Rocket, A 151 Hydro

(Continued from page 40)

on the center of the seam battens, planking to be screw fastened at frames and riveted over burrs along seam battens.

Bottom planking of mahogany, $\frac{3}{8}$ inch thick when finished, single lengths, same fastening as side planks. Along chines, keel, stem and transom planking is to be screw fastened also.

The hull can now be turned right side up ready to fit in the engine beds, girders, seat, steering gear, tank, etc.

Nothing has been said so far as to the engine, the engine shown in the drawings is the Universal racing engine of 151 inches displacement, weight about 300 pounds. There are several other engines on the market at present that will fill the requirements for a boat racing in this class.

To add further strength to the hull and also support the engine there are shown two engine girders, of spruce, $\frac{1}{4}$ inches thick and about 8 inches deep at the deepest point, running in the length from the transom to frame No. 2. This is to be lightened as shown on the construction drawing by having holes cut in them, making them form a sort of truss. The girders are to be notched out for the frames and thoroughly fastened to them.

The engine beds themselves are to be of oak, $1\frac{1}{4}$ by 2 inches, running the full length of the engine base, fastened to the side of the engine girders at the proper angle. To be fastened with galvanized iron bolts. To prevent the engine girders from spreading, oak knees are to be fitted to frames Nos. 4, 5, and 6. Knees to be fastened alongside of the bottom frames and to butt up against the engine girders. These are to be fitted on the outboard side of the girders.

A metal shaft log is shown; this can be had from Hubbard H. Erickson. The strut will have to be made as per detail.

A full and complete detail of the rudder is given and can be either ordered or made as desired. The rudder pipe is to be threaded on the lower end so it can be threaded to the keel. An oakblock is to be fitted on the keel to give further support for the rudder stock. The upper end is supported by an oak block about $1\frac{1}{4}$ inches thick and 8 inches wide, set on top of the engine girders. Large diameter sheaves are to be fitted at the sides of the hull opposite the tiller. Large diameter sheaves are also to be fitted at the steering wheel. Any standard type drum steerer will be satisfactory and can be had at any of the marine hardware stores. This is to be supported by a wooden bracket as shown, one arm horizontal, supported by a vertical piece fastened to the engine girder.

Gasoline tank, cylindrical in shape, 10 inches in diameter and 30 inches long, to have filler pipe to deck, and to be supported on the engine girders. Pressure system will have to be installed to get the gasoline to the carburetor.

Deck beams are to be of spruce, molded 2 inches and sided $\frac{5}{8}$ inches, to be sawn out with a slight crown, fore and aft pieces are to be fitted to form a backing for the coamings, to be bent to the shape of the cockpit. Short deck beams are to be fitted to hold these fore and afters in place.

Blocks are to be fitted between the deck beams in the way of the fittings. These are to be as simple as possible, bow chocks, stern chocks, one cleat forward and one cleat aft will be all that is necessary.

The decking is of $\frac{1}{4}$ inch three ply veneer, this probably can be put on in five pieces two on the forward deck, one on each side and one to form the after deck. Deck to be finished on the side with mahogany molding strip, running the full length of the hull. Decking to be screw fastened.

Coamings are to be of mahogany, $\frac{3}{8}$ inches thick, to show about 2 inches above the deck, to be brass screw fastened to the fore and afters. At the after end of the cockpit on deck a piece is to be fitted at the slight rake to form a backrest. To be of mahogany about $\frac{1}{2}$ inch thick.

Seat is to be of spruce, $\frac{3}{4}$ inch thick, supported by the engine girders at the center line and by battens fastened to the frames at the sides. Flooring can be fitted if desired.

For finishing the entire hull, it should be smoothed and sanded, with the seams lightly caulked. Insides to be either painted or varnished as desired. All coamings, molding, decking and topsides to be varnished. Bottom to be given about three coats of a good racing bottom paint.

Cost is a very important item to many of us, but for the man who can do his own building this boat should be built complete for about \$700 or \$800. To have her built by a boat builder will cost about \$1,200 complete.

MoToR BoatinG has published some excellent books of small boat designs and building instructions which amateur builders will find useful. A circular describing these will be sent on request. Readers who plan to construct this boat can also secure blue print copies of the drawings to a scale of one inch to the foot at moderate cost. Write the Editor, MoToR BoatinG, 119 West 40th Street, New York, N. Y.

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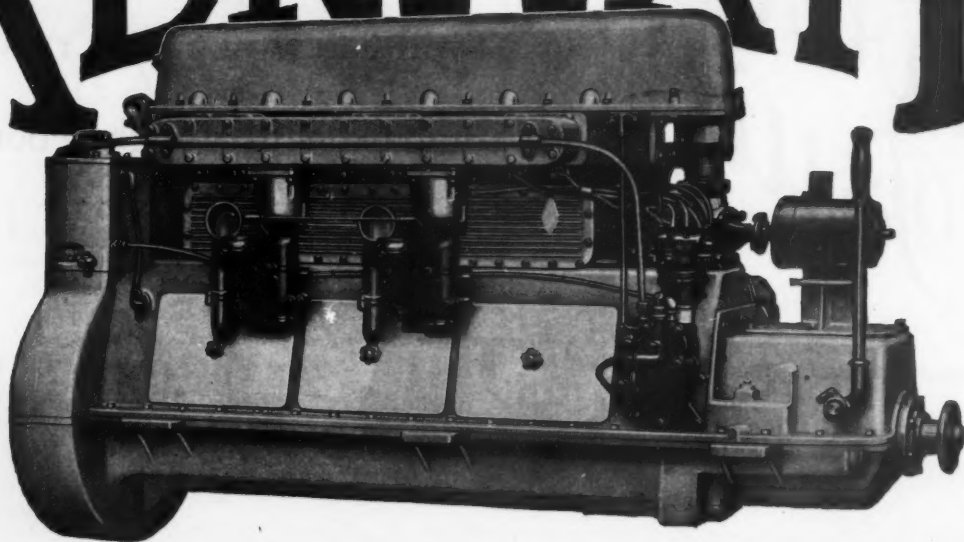
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ning now to attend the 1927 Show—the finest ever held.

You too should plan to be in the midst of this great national event.

If you want the thrill of your life, be at Grand Central Palace, New York City, any time between January 21st and January 29th.

Be sure and visit the Kermath space. Look over this highly efficient and highly esteemed line of motors—one for almost any size of boat you have in mind.

3 to 150 H. P., \$135 to \$2300

But the important thing for you to remember is to attend the Show—one of the most interesting events of the season.

"A KERMATH Always Runs"

KERMATH MANUFACTURING COMPANY

587½ Commonwealth Ave., Detroit, Michigan

11 E. Wellington St., Toronto, Ontario

New York Display Rooms, 50 W. 17th Street, New York City

Advertising Index will be found on page 172

KERMATH

Absolute Motor Dependability For *Chris-Craft*

WE have proven to our own satisfaction and to the satisfaction of the builders of Chris-Craft that the six-cylinder, 150 H.P. Kermath is the most perfect marine motor in its horsepower class. Its abundant power, its silky smoothness in rapid acceleration, its complete

freedom from vibration, its day in and day out capacity to run under maximum load enables us to offer this motor without reservation and with the absolute knowledge that it will outperform and outwear any other marine motor of its capacity built.

The Six Cylinder, 150 H. P. Model Has

HORSEPOWER—150 H.P.

SPEED—1800 R.P.M.

CYLINDERS—Bore 5 inches, stroke $5\frac{1}{2}$ inches. Displacement 648 cubic inches.

CRANKSHAFT—Drop forged, $2\frac{1}{2}$ inches diameter, with 7 main bearings, inherently balanced in design.

CAMSHAFT—Overhead drop forged, with cams integral. Extremely large, it is also provided with 7 main bearings.

PISTONS—Lynite, accurately ground and fitted with oil return ring. Piston pin $1\frac{1}{4}$ inch diameter. Bronze Bearings.

CONNECTING RODS—Steel.

BEARINGS—Bronze back. Chadwick process babbit lined. Absolutely interchangeable without scraping or fitting.

OILING SYSTEM—Completely full pressure feed, dry pump type. Oil screening, cleaning and changing all done in oil tank mounted on flywheel housing.

VALVES—Dual inlet and dual exhaust sicrome valves, extra large.

IGNITION—Double synchronized Delco battery ignition.

STARTING MOTOR—Delco 12 volt.

WEIGHT—1100 pounds.

PRICE—\$2300 standard rotation; \$2400 opposite rotation.

KERMATH MFG. CO.

5879 Commonwealth Avenue
DETROIT, MICHIGAN



Our GIFT to You



The New 1927

Yachtsman's Guide

The Only Complete Yachting
Encyclopedia Published

EVERY motor-boat man should have a copy of this invaluable book. Its 500 pages are crowded with information that will help you with the spring overhauling of your boat and in planning delightful cruises for the coming summer; also many facts and regulations that you must know in order to comply with the law and insure the safety of your boat and passengers at all times.

Here are just a few of the helpful things this remarkable book tells you:

- All about engines—installation, ignition, vaporization and operation.
- Hundreds of helpful hints on outfitting and overhauling.
- More than 100 Motor Boatman's Charts for the entire Atlantic Coast, Great Lakes and Canada.
- Marine Laws—Rules of the Road at Sea.
- What to do if the motor stops unexpectedly.
- Times of high and low water and direction and velocity of tides in all ports.
- Latitude and Longitude Tables, giving locations of over 1,000 points.
- All kinds of marine codes, flags, etc.
- Details of hundreds of cruise routes, description of ports and channels, marine signals, codes, flags, etc.
- Characteristics of lights, buoys, fog signals, etc.
- Numbering Law—How to obtain numbers for your boat.
- What to do in a storm—to prevent collisions.
- How to organize a yacht club—Constitutions and By-Laws and many other helpful features.

Send for Your FREE Copy Today

"THE YACHTSMAN'S GUIDE" sells regularly for a good round sum, which we are willing to forget if you take advantage of this special offer of MoToR Boating for one year at \$3.50, or two years at \$6.00, with "THE YACHTSMAN'S GUIDE" as a Gift. You would pay \$4.50 for a year's single copies of MoToR Boating, anyway. So the book costs you nothing at all, and you save money on your subscription besides.

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119 West 40th Street, New York, N. Y.

I desire to take advantage of your Special Offer and get a copy of "THE YACHTSMAN'S GUIDE" as a gift with my subscription to MoToR Boating for either one or two years. (Check Your Choice.)

.....One year at \$3.50;Two years at \$6.00.
(Remit now and an extra issue will be added to your subscription. Or, if you prefer, we will bill you later. If you are at present a subscriber, your subscription will be extended from date of expiration.)

Name.....

Address.....

City..... State.....

Postage outside of U. S. and Canada \$1.00 extra a year.

Real Service in Florida

(Continued from page 41)

And here they may learn the whole interesting story of why Sea Sleds are so safe, so comfortable, so seaworthy and so dependable in a sea way.

Mr. Plumb, who was formerly Florida Manager of Har-ris-Winthrop & Company and before that Michigan State Distributor of Cadillac automobiles, has not limited his activities to the display of Sea Sleds at the Miami Beach Office or upon Biscayne Bay.

For he has done a rather remarkable thing, something new in Motor Boat history. He has taken over the Carl Fisher Boat House at the eastern end of the Venetian Causeway and transformed it into the first marine garage—the new Sea Sled Garage and Service Station.

As Mr. Plumb stated recently, "Sea Sled owners may now have Push Button Service at all times at the Sea Sled Garage and Service Station." By this he means that every detail in the care of Sea Sleds has been worked out along scientific lines to free the owner of every storage and service problem which may arise.

Here there is room for the live storage of thirty-five Sea Sleds under cover—with mooring space along the water front for many more. At the Service Station the owner will find the same high grade of service that he may expect of the finest and most completely equipped automobile service station in the land. Repair work of all kinds, refinishing and varnishing of hulls, tuning and testing will be done on short notice by factory trained experts and at moderate costs.

A stock of 40 to 45 boats will be carried at all times on the shore side of the Sea Sled Garage and Service Station—thus offering to prospective purchasers a complete assortment of Sea Sled models from which to make their selection. Already 42 carloads of Sea Sleds have left the factories at Mystic and Groton, Conn., and production orders in large quantities are now being filled to provide for the demand as the Winter Season develops.

Not satisfied with creating the first marine garage and service station, Mr. Plumb is working on an even more startling activity—a Sea Sled Ferry Service. He plans to operate two or more Sea Sleds on a regular half hourly schedule from the foot of Flagler Street across Biscayne Bay to the various hotels at Miami Beach.

The Sea Sled Ferry Service will be open to the public. It will provide at a moderate charge, a most convenient means of transportation from Miami to Miami Beach for bathing and sight seeing—and from Miami Beach to Miami for shopping tours, visits to the theater, etc. It is designed to demonstrate to the people of Miami the safety, comfort, dependability and general utility of these unusual craft.

Paralleling these activities in and around Miami, the Sea Sled Corporation has appointed J. G. Hurst, Hupmobile and Marmon dealer, as its representative in the West Palm Beach and Palm Beach territories. Mr. Hurst will display Sea Sleds in his show room at 421 Clematis Street, West Palm Beach. He has also recently opened a beautifully appointed show room at Palm Beach, located at the corner of Worth Avenue and Via Mizner, directly across from the Everglades Club.

A Sea Sled Garage and Service Station will be opened shortly on Lake Worth, where owners may expect, and receive, the same push button service that characterizes the Miami Garage and Service Station.

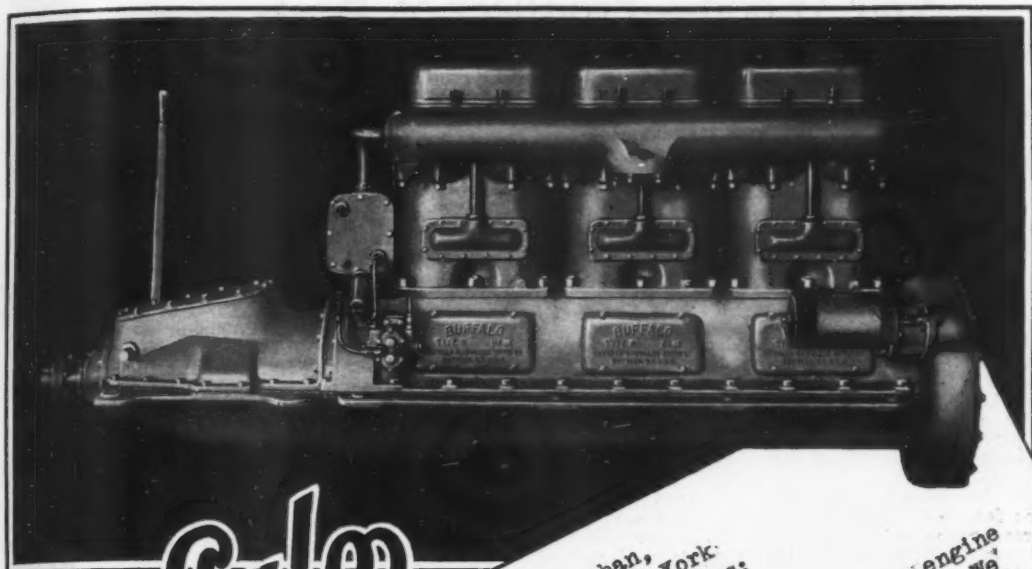
As in the case of Miami, the Sea Sled Corporation plans a Ferry Service across Lake Worth which will connect the center of West Palm Beach with the Everglades Club at Palm Beach.

The selling policy of the Sea Sled Corporation is to acquire a vast number of satisfied Sea Sled owners rather than to sell a vast number of boats.

As staunch believers in the future of Florida, we feel that the Sea Sled Corporation has built its plans wisely and upon a firm foundation. For who could wish for a better means of water travel—for touring, for commuting, for thrilling sport and for seeing Florida as it can only be seen to best advantage—in a comfortable, and dependable fast motor boat?

Gray Sales in Canada

A Canadian Sales Office has been opened in Toronto by the Gray Marine Motor Company of Canada, which will be in charge of A. J. Maddox, assisted by R. J. Anderson, both well known to the Canadian boating trade in the western provinces. A full line of Gray marine engines together with a complete service establishment will be maintained, so that there will be no delay in looking after the needs of Gray engine users in Canada.



Buffalo

MODEL
R

A New Standard of Engine Value

W. W. Vaughan,
Member of New York
Stock Exchange says:

"I have never known of an engine to be so consistently reliable. We have repeatedly started in the morning and run for 10 or 11 hours without a stop, and started the next morning and done the same thing over again, and kept at it."

BUFFALO MODEL "R" was designed and built with only one aim—to produce an engine which would come nearest to perfection for the powering of cruisers and runabouts of the larger type.

No expense was spared that would add to its efficiency, its smoothness of operation, its unfailing reliability, its economy in gasoline, oil, repairs.

It was built to the very highest standards of marine engineering practice.

Now the one point which stood in the way of its more general use has been removed by quantity production—the price has been reduced to a figure even lower than that of other engines anywhere near its power and quality. You cannot buy a finer marine engine at any price—six cylinders, 5½-in. bore, 7-in. stroke, weight 2,085 pounds with aluminum base.

BUFFALO GASOLENE MOTOR COMPANY
1274-1286 Niagara St., Buffalo, N. Y.

DEALERS

Some territory is still open. Write today for all the facts in regard to the Buffalo sales franchise.

Send for the booklet which gives the facts.



When writing to advertisers please mention MOTOR BOATING, the National Magazine of Motor Boating, 119 West 40th Street, New York

Gar Wood—Producer of Boats

(Continued from page 30)

about 40 miles an hour, a 26 footer that will sell for around \$4,000, the world will receive the announcement with enthusiasm and will remember the facts without being told again and again.

Gar Wood has spent perhaps a million dollars on his boats. Much of this should be charged up to development and experience but it has given him a vast fund of knowledge to draw upon which he has always put to good use in every boat which he has designed and built.

Gar Wood is peculiar in one way. He has his own ideas. He embodies these ideas into his boats. He never steals ideas from others. If his ideas are new and untried or perhaps of doubtful value, he tries them out himself. He finds out. He builds dozens of boats to experiment with and then junks them in the development process. Few men could afford this, even if they had the desire or inclination. Boats are Gar Wood's hobby. He does not do it for financial gain—simply for fun and to learn something which he can afterward put into practice for someone else to profit by.

The whole history of Gar Wood's connection with boats has been just this. His races have been more than mere sporting events, they have been the laboratory from which many scientific facts and practical solutions have resulted, not for his personal benefit alone but for the whole sport and industry of boating. Every person that owns a modern motor craft today has profited.

Aside from Commodore Wood's racing craft, his other boats are well known. His Gar Jr. cruisers and his Baby Gar runabouts are known and talked about wherever the wind blows and boats float. Now comes his new 26 footer which he calls the Baby Gar Jr. It will be more than a mere manufactured product. It is the tangible result of his long boating experience.

Some who do not know Gar Wood as well as I do, perhaps picture him as a reckless, careless, speed maniac. But this is just what he is not. While it may be true that he has lost count of the number of speed boats that he has owned and although I have sailed with many racing and cruising skippers, under many conditions of storm and sea, still I have yet to find one as cautious, serious minded and conscientious as Gar Wood when he is at the helm. His whole thoughts are of safety and of others. All his boats have been the acme of perfection. If he has ever been thrown out of even his fastest craft or capsized a boat, I do not know about it. He accepts nothing as ready until he knows by experiments, developments and experience that it is ready.

The various technical details and specifications of the new Baby Gar Jr. do not matter. The fact that the craft is a Gar Wood product is sufficient guarantee of its quality. No one need have any more concern as to the thickness of the planking or whether the frames are of the proper strength or material or correctly spaced than he would in the tensile strength of the steel used in the chassis of a Marmon car. The fact that a 6 cylinder Scripps marine engine is used is but a further guarantee.

Gar Wood is a man of detail as well as one of organization. He watches the design and construction of all of his boats down to the minutest part. Yet he has built around him, as well, a group of men that know boats and engines and have grown up with them. With such men as Walter S. Smith as General Manager, Nap Lissel, Orlin Johnson and others of like calibre, the wheels of his organization are well oiled. Howard W. Lyon of New York City, a man long associated with Commodore Wood will have entire charge of sales, distribution and service on all the Baby Gars.

Driving fast boats is the most thrilling of all sports. I have travelled more than 80 miles an hour on the water and hope to go a hundred some day. But one doesn't need to go at these speeds to get all the exhilaration that he wants. Thirty or forty miles an hour on the water is like 70 or 80 on land and better than a hundred in the air. It's safer too by far.

Ease of handling or knowledge of boats is hardly a factor these days. Everything about the modern motor boat is made so easy, so simple and so safe nowadays, that one does not have to be an expert. This applies equally as well to the ladies and children. If there must be a lesson, all is learned from the first period of instruction. It's pleasure and health from the very first.

The new Baby Gar Jr. is not a racing machine. While 30 or 40 miles an hour may seem like a racing speed, yet one can go along more leisurely if he chooses. Even if he desires to fish or troll the speed can be cut down to 3 or 4 miles an hour. If you desire to turn quickly or maneuver at any speed, it can be accomplished without difficulty.

The Baby Gar Jr. is built like a motor car. It is not a new and untried product. It is the result of long experience and much development, the product of the ideas of Gar Wood, developed and built without expense being spared in a field where competition is strenuous which means intensive service, the best practices brought to boating from the best in other industries with little thought for financial profit.

Yard and Shop

Queen's Host Buys a Watercar

Among the prominent motorists who have turned recently to the waterways of America for recreation is William B. Leeds of Oyster Bay, Long Island, who acted as host to Queen Marie during her recent trip to this country. Mr. Leeds whose wife is the former Princess Zenia, will use his new Dodge Watercar for racing and fishing on upper Saranac Lake where there is now a class of five watercars of the same model, insuring spirited one design contests for their owners.

Jezebel Reaches New York

A new arrival in New York waters is the 170 foot Diesel yacht Jezebel, which was designed by Cox & Stevens for Thomas L. Chadbourne of the New York Yacht Club. This boat in the course of her maiden voyage encountered extremely heavy water, with winds running to full gale strength the greater part of the time. Notwithstanding these conditions, the vessel completed the entire distance of approximately 5,000 miles in a non-stop run, and at an average speed of 11½ knots. In spite of the very heavy and confused seas encountered Jezebel was not forced to lay to at any time, and made better weather of the trip than did many large commercial vessels that were sighted on the voyage.

The performance of this boat on her first voyage is a striking testimony to her seagoing ability and staunchness. Readers who are familiar with the conditions reported by the Trans-Atlantic liners during the winter, know that the trip was not an easy one and it is difficult to believe that a vessel so relatively small as Jezebel could have made this trip in so short a time and so satisfactory a manner.

Naval Architects Are Active

Tams & King, the naval architects in New York are reporting much activity in the sale and charter of many fine yachts. In addition, their designs department is unusually active with the design of several new fast boats. A 30 mile boat is being completed for George T. Bowdoin, while a new fast commuting cruiser to take the place of Ojai is being constructed for Le Roy Frost. Another interesting and original craft is building for Mr. Lincoln of Philadelphia. This is to be a 65 foot boat driven by two Wright Typhoon engines. She will have a speed of better than 45 m.p.h. and will be used between New York, Newport, and Bar Harbor, next summer, and should create quite a sensation, as she will be the fastest boat of her type in the country.

Further Notes On Yacht Solace

The 72 foot Sterling engined yacht Solace, which was described in December MoToR Boating, was referred to in such a way as to infer that much of the interior joiner work was prepared in the shops of the owner, L. S. Wallace. It develops that the information furnished on this subject was not quite correct, and that the items which were made in the plant of Berkey and Gay Furniture Company, of which Mr. Wallace is President, was limited to some special articles of furniture, such as the dining table and it's accompanying chairs. The remainder of the paneling and other furniture was made and installed by the builders, The Henry C. Grebe Company of Chicago.



The Wilcox Bulkhead Steerer —Wherever Motor Boats are found

EVERYWHERE seasoned boatmen agree on the dependability of Wilcox Steering Gear, for under all conditions it has proved to be correct in design and construction. To take the wheel confident that the mechanism will give instant response to your touch, leads to the complete and easily acquired mastery of the boat—opens the way to the keen joy of motor boating.

The Wilcox Bulkhead Steerer (Fig. 5713) in the panel above, is furnished with a brass wheel, diameters 20 and 25 inches, or mahogany wheels to order, 20 and 24 inches. Sprocket $4\frac{3}{8}$ inches, 3 feet of chain.

It is a popular, widely used number. Buy it from your dealer or write us for address of nearest dealer.

Send for This Book of Helpful Facts



"Sea Craft Suggestions and Supplies," a useful handbook with 294 pages of facts interesting to boatmen. Gives hints on steering gear, proper ground tackle for mooring or cruising; correct use of flags. Tells how to box compass; how to make knots, splices, bends, etc. Illustrates Wilcox line of Marine Hardware, shows uses. Sent only on receipt of 50c.

WILCOX, CRITTENDEN & CO., Inc.

Established 1847

4 South Main Street, Middletown, Conn., U. S. A.



You are cordially invited to visit the Wilcox 80th Anniversary Booth at the Motor Boat Show.

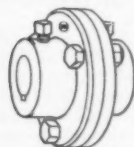
WILCOX

Marine Hardware



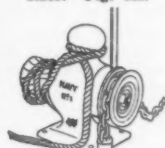
**WILCOX
Bracket
Steerer**

Polished brass wheel, plain brass bracket, with $4\frac{3}{8}$ in. diameter sprocket and 3 ft. of brass chain. Wheel 20 and 25 inches. Mahogany wheels to order. Fig. 5714.



**WILCOX
Flanged
Coupling**

Accurately made, and interchangeable. Regular pattern 3 sizes. Heavy pattern 3 sizes. Fig. 582.



**WILCOX
Navy
Windlass**

Popular type, easily operated. Two sizes. Fig. 5740.



**WILCOX
Port
Light**

Inside pattern brass. Mosquito screen of copper gauze fastened by improved method.

Yard and Shop

(Continued from page 104)

Chris-Craft in Florida and Cuba

Arthur J. Utz, Manager of the National Sales Office and New York display of Chris-Craft, at 393 Seventh Ave., has just completed an extended business trip through Florida and Cuba.

Mr. Utz announces the organization of the Chris-Craft-Miami Co., of Miami, Fla., sponsored by one of the Motor Boat Dept., who is without question the best Chris-Craft-Miami Co., of Miami, Fla., sponsored by one of Miami's most aggressive business men. This company will display the 1927 Models of Chris-Craft in their quarters at 160 W. Flagler St. They also will have a boat for demonstrating in the water. A half dozen Chris-Craft were ordered for Miami, and shipment made within five days by Chris Smith & Sons Boat Company of Algonac, Mich. Many boat enthusiasts have already ordered Chris-Crafts through this company, and are using their boats on Biscayne Bay and adjacent waters.

At Palm Beach, R. E. (Bob) Oliver heads the Chris-Craft Palm Beach Co., of West Palm Beach, Fla. 1927 Model Chris-Craft are on display at 420 5th Ave., West Palm Beach, and a demonstrator at the Palm Beach Yacht Club docks. Bob Oliver is known all over Florida as a keen lover of water sports and a man of great push and integrity. S. D. Winn is the Manager of the Palm Beach Chris-Craft Co.

At Tampa, Fla., the Ferman Motor Car Co., Inc., of 407 Jackson St., have taken on the sale of Chris-Craft for that vicinity and have the 1927 Models on display. W. F. Ferman heads this company, and in addition to being one of Tampa's leading yachtsmen, is also one of Florida's most successful motor car distributors. Associated with Mr. Ferman in this business is Fred A. Jolly Cortina, as Manager of the Motor Boat Dept., who is without question the best informed boatman on the West Coast.

Negotiations are also under way for the formation of the Chris-Craft Havana Co., in Havana, Cuba, which includes showing the 1927 Chris-Craft in one of the best auto show rooms on the Malecon. Interested in this company is the president of one of Cuba's best banks and a wealthy clubman who is greatly responsible for the activity in water sports in Cuba.

These connections assure their respective cities of having one or more races on their program for their Annual Winter regattas. Chris-Craft races have proven themselves to be the best staged at Detroit-Cleveland-Miami-Algonac, and other places. With these speedsters with power plants—hulls and equipment identical; spectacular starts, finishes, and thrills are obtained by both the audience as well as the well-known local owner drivers, or their wives, sons or daughters who drive Chris-Craft in these contests.

Chris-Craft are all 26 feet long, 6 feet 8 inches beam—all mahogany—double planked bottom—fully salt water equipped and completely furnished. The 160 h.p. six-cylinder Kermath Marine Engine is standard in the 38-40 mile boat, which sells for \$4,000.00 complete, F. O. B. Algonac. The 30-32 m.p.h. boat is identical, except the Power Plant; which is the 100 h.p. six-cylinder Kermath, and sells for \$3,500.00 F.O.B. Algonac.

Unusually prompt shipments can be made due to the fact that three boats are being completely tested and finished every two days on Jay W. Smith's production schedule of 500 Chris-Craft for the year 1927.

Evinrude Completes Big Year

Another fiscal year has just passed into history for the Evinrude Motor Company, pioneer builders of Evinrudes. The Company closes its books on October 31, and recapitulation of the figures shows the past year to have been the biggest in the Company's history in all respects except in gross sales—in which it is second only to the year 1920.

Steadily increasing sales on the Champion Sport Twin and the world-famous Big Twin which made the transcontinental trip last year from Astoria, Oregon, to New York City, are largely responsible for the Company's success.

The biggest victory for Evinrudes this year—the thing which gives everyone connected with the Evinrude organization the biggest thrill—is that the Company hung up a new world record for outboard motor speed; 23 knots of 26.5-10 miles per hour. An outstanding record of this kind in a busy year, when practically the entire engineering organization of the Company was devoted to giving Evinrude owners greater comfort and greater boating conveniences in their ownership of an Evinrude is certainly an achievement, well deserving of recognition and cause for jubilation.

Warning to the Trade

Dealers of the West Coast have been victimized by a man who represents himself to be an agent of one of several large marine engine builders and who goes about appointing agencies for these companies. He has succeeded in cashing various checks, which were later returned marked either as "no account" or "signature unknown." Arthur J. Holton of the Mercantile Trust Company of California, asks us to publish the following: "The trade is hereby warned to be on the lookout for one Charles Judson Feldmiller or Miller representing himself to be an agent of either the King Knight Company of San Francisco, Calif. or of The New London Ship and Engine Building Company of New London, Conn. This man is wanted in San Francisco for passing worthless checks and for obtaining money under false pretenses. He is six feet three inches in height, weighs two hundred and twelve pounds, black hair, combed straight back, dark complexioned, and has a bald spot on right side of head over which he combs his hair to conceal, was dressed in a dark blue suit with lighter stripes, and a grey-blue overcoat, which he obtained fraudulently, these were made by the firm of Hing Chong and Company, Chinese tailors of 525 Kearny Street, San Francisco, Calif. Anyone knowing this man's whereabouts please communicate with Arthur J. Holton, care of Mercantile Trust Co., 464 California Street, San Francisco, Calif."

Regal Company's New Catalog

Hot off the presses, the Regal Gasoline Engine Company's new catalog number 20, is a very fine example of what a catalog of this nature should be. Each different model or engine size is illustrated on a page by itself, and on a companion page is shown a typical boat of a size for which that engine is suitable. The booklet shows the complete range of engine sizes made by the Regal Company, beginning with the little two h.p. single cylinder machine, and progressing through the entire series to the large 50 h.p. four cylinder heavy duty engine. The company will be pleased to send copies of this catalog to all interested readers of MoToR BoatinG.

A New Miami Brokerage

John C. Couzens and Stephen J. Daly, have organized a new firm in Miami, Fla., where they will conduct a general yacht brokerage and sales organization. These men were formerly connected with the Consolidated Shipbuilding Corporation in New York, and more recently with the Clement Amory organization in Miami. In their new Miami offices they will act as Florida distributors for Speedway engines, and also for the Wheeler sea skiffs, built by the Wheeler Ship Yard in Brooklyn.

An Oversight

In the advertisement of the Ireland & Matthews Manufacturing Company in December MoToR BoatinG were listed a large number of distributors for the Autopulse gasoline supply device. Through an oversight, the Schillo Boat Manufacturing Company was omitted from this list, as users of this standard equipment.

New Safety Boats

The Brownback Motor Laboratories have made extensive experiments with their Safety boats and have completed two new models for 1927. One of these will be a 25 foot and the other a 16 foot runabout. The larger boat will be powered with a Hall-Scott engine or Hispano engine, which will give it a speed of over 50 m.p.h. The hull will be of the well known Dumond-Galvin construction, and is built of mahogany, with a Vee bottom forward, which has been carefully developed to eliminate pounding in choppy water. The little 16 footer will be built in quantities by Airplanes, Inc. of Hammondsport, by men skilled in the construction of small lightweight hulls. They will be mahogany planked and put together with brass screws. This boat will be fitted with a little 7 h.p. engine, and an entirely new type of propeller, while for special purposes, an 18 h.p. engine can also be supplied, which would give this boat a very high rate of speed. These boats will be finer than any small boats previously attempted, will be finally finished and run in two inches of water.

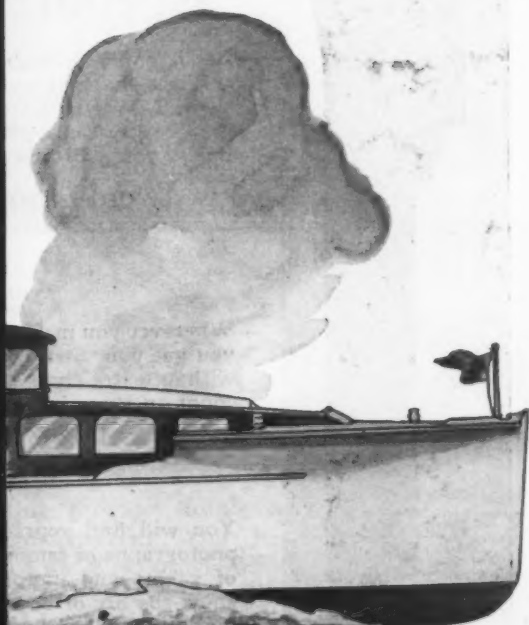
Coming
A Forty-Two Foot
STANDARDIZED
EXPRESS CRUISER
by LUDERS

First Showing
—AT—
MOTOR BOAT SHOW
Grand Central Palace
NEW YORK

JANUARY 21 to 29
BLOCK B-5
100 BOATS EXHIBITED
ALL TYPES

LUDERS

THE LAST WORD IN
YACHT DESIGNING &
BUILDING



DON'T fail to see this boat at the Show. It's a standardized mahogany day cruiser embodying all of the fine characteristics of Luders design and workmanship that have won for Luders craft a distinctive position among fine yachts. You have a combination of individuality, seaworthiness, luxurious comfort and speed in this beautiful boat, powered with a Sterling Dolphin engine. Speed, 30 miles per hour.

See our announcement in February MoToR Boating
for further particulars, or write:

LUDERS MARINE CONSTRUCTION COMPANY

Hamford

Connecticut

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Let it go south with you and follow you back in the spring. Subscribing will make you sure of it. Besides, TOWN & COUNTRY with its almost extravagant beauty cannot be bought for less than 50c a copy, unless you subscribe. Then you can have its—

twenty-four issues a year for

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You will find yourself and your friends among our photographs of famous yachtsmen, you'll find pictures of yachts and motor boats you know, those which show the art of boat building and equipping at their highest, you'll find water sports and water-resorts from here to the Riviera.

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What else could \$7.50 buy that will give so wide and so constant a pleasure to so many people, to you and your family and guests, throughout the year?

The season is on.

Fill the coupon below, tear, and mail today!

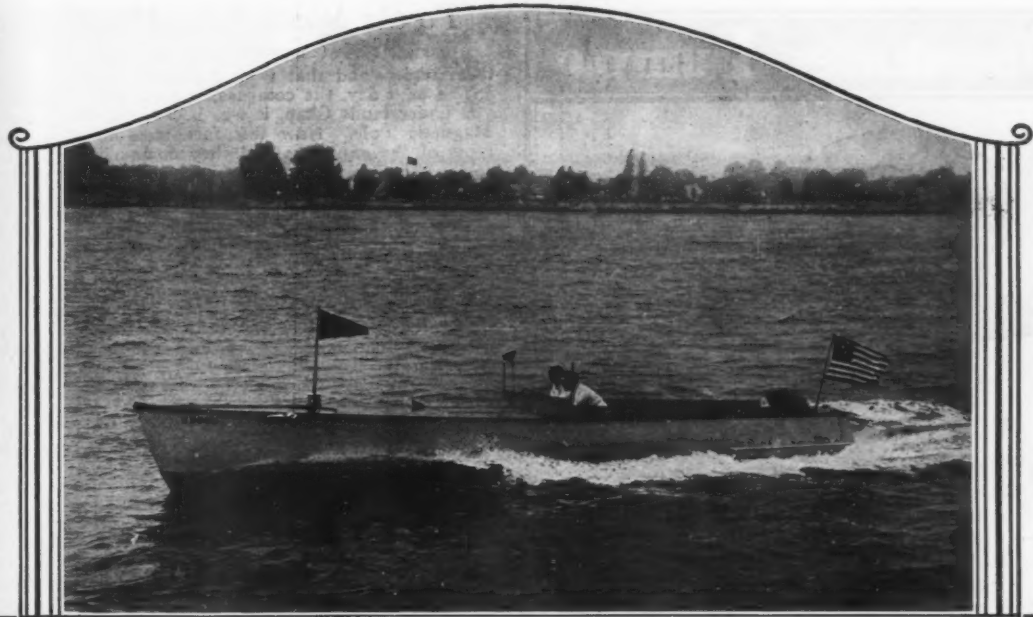
The Stuyvesant Co., 119 West 40th Street, New York.

Please send me Town & Country for one year for which ☐ I enclose check for \$7.50 (for cash we will extend your subscription one issue) or ☐ bill it to me.

Name

Address

M.B. 127



Chance Tomboy

32' Runabout

WHEREVER boatmen gather—whenever boats are a topic of discussion—the name of the CHANCE TOMBOY is always prominent.

This trim, graceful 32-foot runabout is one of the most popular boats on the water today. Made of the best of materials, thoroughly modern in every detail,—this craft will give you many years of delightful and economical service.

Staunch and seaworthy. A 14-foot

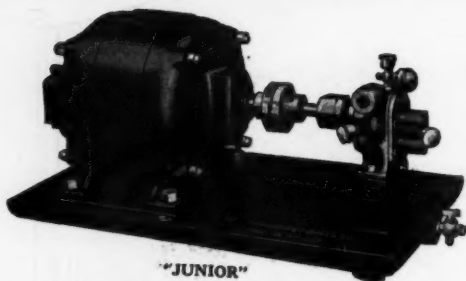
cockpit provides ample space for ten passengers. You have your choice of Wisconsin (White Cap), Kermath, Continental Van Blerck (Model 251 and 252) or any other power plant desired. Speed 21 miles an hour with 50 horsepower,—25 miles an hour with 90 horsepower.

The TOMBOY is the usual choice of experienced boatmen and those who want the best. Write today for blue-prints, specifications, prices.

Of interest to boatmen everywhere is our announcement that we will have available in the near future, an all mahogany plank, standard-equipped, V-bottom 26-foot runabout, capable of a speed of 40 miles an hour.

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MARINE CONSTRUCTION COMPANY
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FOR EVERY MARINE USE

OBERDORFER Circulating Pumps have been standard equipment on leading Marine engines for 40 years. Now, Oberdorfer Bilge Pumps—hand drive, electric motor, belt, or gas engine drive, are used in all parts of the world. Built of non-corrosive bronze throughout. Several sizes and forms.



HAND BILGE PUMP

Write for new 1927 Bulletin C

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SYRACUSE, NEW YORK

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FOR STORAGE OF
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RIVETED OR WELDED SEAMS

Rudders, Stacks, Special Work

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THIRD FLOOR

At

Motor Boat Show

NEW YORK
GRAND CENTRAL PALACE

JANUARY 21 to 29

100 BOATS EXHIBITED

ALL TYPES

L. O. Koven & Brother, Inc.

154 OGDEN AVE., JERSEY CITY, N. J.

To the North Pole Aboard Guava

(Continued from page 43)

them understand that what we want is sleep and not fun.

The next day, the compass, it goes bad for awhile. This, you understands Chap, it was because we was at the North Magnetic Pole. Now this feenomomon, it is what fools most of the explorers and they comes back and has a lot to say about it, but honest Chap, it isn't near so difficult as they makes out. Of course, for a time you has to just steer North because you knows which ways it is North if you knows anything about navigation, and as you well knows, I knows a lot about navigation, but after that you just steers South, because as you can understand North is South, I means South is North. You gets me doesn't you?

Well anyways, we steers South until we reaches Melville Peninsular and then we goes up several small streams and we gets into the Gulf of Boothia, which it is really part of the Arctic Ocean and after that I uses a hot water bag every night when I goes to bed, because, Chap, it really was very cold even though it was only August. We leaves Baffin Island, North Devon Island and Ellsmere Land all to Starboard, pushing through a good deal of pack ice by this time. Crocker Land, it was the last island we sees. By this time we gets where they isn't any water at all and they was nothing but ice ahead and if we wasn't so well prepared, maybe we might of been stuck, but here is what we done. We pulled Guava out on the ice. With a tooth brush we cleans off all the barnacles from the bottom what has growed on there in our thousands of miles of running. I then fastens three ice skates to the bottom; one on the keel at the bow and the other two aft on the garboard stake. We then turns the outboard motor wrong side up with the propeller sticking up in the air, and so the gasoline would not run out, we reverses the carburetter. We then removes the propeller and in its place we attaches a air propeller what I has had prepared long ago for just this moment. Cranking up the Elto we was soon bouncing over the ice at what I estimates was nigh onto thutty knots.

They was only two troubles what we had from this kind of travel. In the first place, the range joggled down on the Scotch and broke two bottles, which it was a bad thing because this, it was the only place in America where they was no bootleggers to buy from. In the second place, the compass, it bounced around so it didn't aim straight, but we finds that by holding it in your lap, it still pointed South and was all right. After two days of this, we sights the North Pole straight ahead.

Chap, you can well understands our sensation when we sights the pole, in fact we was all goose flesh to think we done it. Now the Pole, it was about a foot in diameter and stuck up about ten feet and it had stripes all black and white. And does it occur to you, Chap, what this proves? Well, in case it doesn't, it proves that no man was ever there before. The fact that neither Peary, Amundsen nor Byrd mentions seeing the pole itself, proves to me conclusive-like that they never was at the pole at all. And furthermore, so I wouldn't fall for no joker what might have planted a pole what wasn't the north pole, I gets out my instruments and I makes a very careful calculation, I does. I gets out the sextant and the engineer, he sets up his radio set what he has built from the Woolworth parts and he listens to the time signals from Washington and I looks through all the instruments, and the sun it was just where it ought to be all the time if we was at the pole and I sets down all the figgers in the back page of Gentlemen Prefer Blondes what I has just finished reading and if anybody has any dirt to throw, why I proves it to them.

And so I UNFURLS A LARGE AMERICAN FLAG WHAT I HAS BROUGHT ALONG for the purpose and I says in a loud clear voice while the crew they stands at attention, "I claims this land in the name of Florida and after awhile we comes back and develops it as a summer resort" and with that we cranks the motor, but lo and behold, it doesn't run. Startled-like we looks into the tank and it was empty. "My gawd" I exclaims ringing my hands, "to think that we might have to spend the winter in this climate when we might be in Florida," and all, it seems lost. I sits down in despair and thinks and thinks and then Chap, a bright idea, it comes to me.

Taking the eight remaining bananas gently from the stalk, I sets up the range, kindles a fire and with a few pots and the bilge pump I rigs up a crude apparatus. Into it I dumps the bananas. They cooks and I distills the fumes and catches the liquid. This prohibition, Chap, it is a wonderful education. I then mixes the liquid very carefully with the two remaining bottles of Scotch, much as I regrets using the Scotch for such a purpose. I then pours it into the gasoline tank, cranks the motor and we is saved.

NOW



Starboard Side of the



Bow of the Twenty-Eight



The CABIN Looking Forward

Length 28'10", Beam 18', Draft 2'10"



The COCKPIT Looking Aft

The MATTHEWS "TWENTY-EIGHT"

What is perhaps the most sensational cruiser development of our thirty-six years of fine boat building is this new Twenty-Eight foot, ten inch Cruiser. In it we have put the very essence of our long years of practice. New ideas of design and construction have been injected, and yet we have confined ourselves strictly to proven lines and methods. The newness lies in the application of those proven lines and methods.

An additional astonishing feature of this new Matthews "28" is the new standard of boat values it sets. It is surprisingly roomy, with full headroom throughout, but more than that, it is of the same quality and materials which have figured so heavily in the great popularity of our famous Matthews "38". The MATTHEWS "28" is indeed a worthy companion to the MATTHEWS "38" and while it will not interfere in the least with our large production program on the Matthews "38" we anticipate finding it every bit as popular within a comparatively short time.

See the Famous
MATTHEWS "38"
at the
MOTOR BOAT
SHOW
GRAND CENTRAL
PALACE
New York City
JANUARY 21-23

See the new Matthews "28" or the famous Matthews "38" on permanent
display at New York Show Room, 50 West 17th Street, New York City—
Boston Show Room, Walter H. Marston Corp., 1045 Commonwealth Avenue,
Boston, or for complete information and literature write

THE MATTHEWS COMPANY
Designers and Builders of Boats of Distinction—Since 1890
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MATTHEWS "38"
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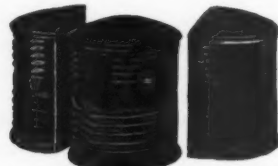
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Combination Sash
and Hinge Anti-
Rattler



Electric Bilge Pump

Advertising Index will be found on page 172



See the Palmer line

*At the Motor Boat Show
January 21st-29th*

YT1 — 1 cylinder.....	2 H.P.
PNR1 — 1 cylinder.....	6 H.P.
PNR2 — 2 cylinder.....	12 H.P.
PNR3 — 3 cylinder.....	18 H.P.
PNR4 — 4 cylinder.....	24 H.P.
ZR1 — 1 cylinder.....	7 H.P.
ZR2 — 2 cylinder.....	18 H.P.
ZR3 — 3 cylinder.....	30 H.P.
ZR4 — 4 cylinder.....	40 H.P.
F2 — 2 cylinder.....	18 H.P.
F3 — 3 cylinder.....	25 H.P.
F4 — 4 cylinder.....	35 H.P.
F6 — 6 cylinder.....	50 H.P.
NK2 — 2 cylinder.....	25 H.P.
NK3 — 3 cylinder.....	35 H.P.
NK4 — 4 cylinder.....	50 H.P.
NK6 — 6 cylinder.....	80 H.P.
VH — 4 cylinder.....	14 H.P.
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Detail engine improvements make Saftiboat mechanically perfect. Write to us for the name of your Saftiboat Dealer.

Brownback Motor Laboratories, Inc., Norristown, Pa.

SCHEBLER
 "REG. U.S. PAT. OFF."
The World's Finest CARBURETORS

**America's
Standard**

**WHEELER-SCHEBLER CARBURETOR CO.
INDIANAPOLIS**

1926—Schebler's Silver Jubilee Year—Established 1901

Platform and Runway

(Continued from page 46)

above the platform to form supports for a rail and the two uprights against the boat are carried up about 2 feet above the deck line to form a grip while getting on or off the platform. The runway is framed on two carriers or strings about 2 x 6 inches which are braced and cut at the proper angles at the top and bottom as will be required by the conditions and as fixed by the angle of incline. The platform and run are covered with $\frac{3}{8}$ by 4 inch square edge rough pine boards, with about $\frac{1}{2}$ inch open space between the boards to provide drainage and to prevent ice forming on same. Bracing may be with $\frac{3}{4}$ x 2 inch strips. The supports for the flooring should be of 2 x 6 inch pine pieces. All the pieces should be sound and cut square and be free from any imperfections. The nailing throughout to be done with 10d and 20d common nails.

Below is a list of material which will suit most cases:

	Req'd	Size	Length	Material
Posts	2	2x4	8'0"	spruce
Posts	2	2x4	7'0"	spruce
Strings	2	2x6	9'0"	Y. P.
Floor Supports	3	2x6	4'0"	Y. P.
Flooring	40	$\frac{3}{8}$ x6	3'6"	pine
Braces	6	$\frac{3}{4}$ x2	5'0"	spruce
Rails	2	$\frac{3}{4}$ x4	4'0"	spruce
Steps	1	$\frac{3}{4}$ x6	4'0"	pine
Steps	1	$\frac{3}{4}$ x12	4'0"	pine

To make the runway portable it is only necessary to build the various members separate. The run is in one unit, the front posts in another, etc. In this way the run can be built and knocked down with very little effort and stowed away for the following season.

It should be borne in mind that the runway must be erected level and if necessary the uprights should be blocked up as will be required to accomplish this.

G. H., West New Brighton, N. Y.

Boarding Hauled Out Boat

A SIMPLE and strong runway may be made up of six straight grained timbers, two by four or heavier, depending upon length desired, some one inch planks for cross slats, pipe or wood block spreaders and some long bolts and strap iron. Two planks, spread apart and held by iron pipe or wood block spreaders, form a truss on each side, the center plank being straight and used to support the cross slats which form the runway. The spread of the truss will depend upon length and size of timbers. Put one or two bolts through the three plank ends at the end of each truss and a long bolt through the spreaders at the middle. Under a nut at the inboard upper end, clamp a strap iron hook fitting over gunwale of the boat and support the outboard end by means of two slanting wood braces, though a single brace ordinarily should suffice. This is about all that is required though a handrail could be added to the outboard truss if thought necessary.

When through with the runway in the spring, the trusses can be quickly taken apart, thus requiring less storage space.

H. H. P., Los Gatos, Calif.

A Clean Water Jacket

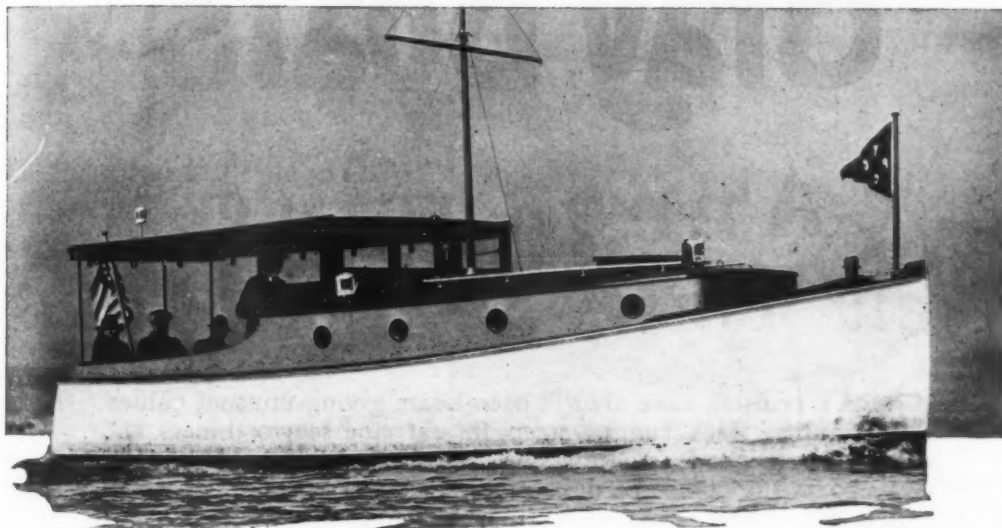
(Continued from page 47)

from penetrating the coating. This preparation is very tough and elastic and will withstand a temperature far above that reached in the water jacket of any internal combustion engine. Any heatproof and waterproof paint may be used with good results.

When applying the protective coating, plug all but the uppermost opening in the waterjacket and then fill the space with the compound. Attach a tire valve to a plug that will fit the remaining tapping and put it in place. Use a tire pump and put on from fifteen to twenty pounds pressure, which will force the paint into every crack and crevice on the inside of the jacket. If you do not use enough paint to fill the jacket the same results can be obtained by applying the pressure and then tipping the engine so that the paint reaches all parts of the jacket.

The piping arrangement for the cooling water on some engines is not the best for the prevention of water jacket deposits. Often the water enters forward at the lowest part of the jacket and leaves from the top at the opposite end. This arrangement of the water connections leaves a pocket in the after part of the jacket, out of the direct line of flow of

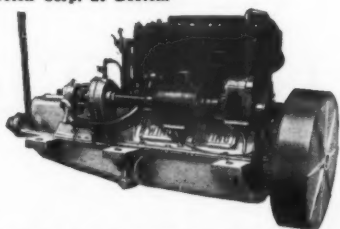
(Continued on page 166)

Red Wing Thorobred
THE MOTOR WITH POWER TO SPARE

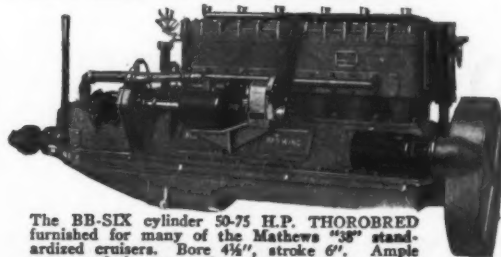
The new Mathews "28" affords an amazing amount of room for a cruiser of this size. One of the first of these boats powered with the four-cylinder four-cycle Model F 28-36 H.P. Red Wing THOROBRED now displayed by the Walter H. Moreton Corp., 1043 Commonwealth Avenue, Boston, Mass. Built by Mathews Boat Co., Port Clinton, Ohio.



The larger Mathews "38," many of which are being equipped with the BB-Six cylinder Red Wing. This popular cruiser with THOROBRED power plant also displayed by the Moreton Corp. at Boston.



The Model F 28-36 H.P. THOROBRED unit power plant as furnished for the Mathews "28." Bore 4-1/16", stroke 5". A powerful yet economical operating motor for this splendid craft.



The BB-SIX cylinder 50-75 H.P. THOROBRED furnished for many of the Mathews "38" standardized cruisers. Bore 4 1/4", stroke 6". Ample power and the utmost in smooth running afforded by this Red Wing.

Mathews "28" and "38" Cruisers

POWERED WITH RED WING "THOROBRED" MARINE MOTORS

A NNOUNCEMENT by the Mathews Co. that their new "28" cruiser illustrated above would be offered with the popular Model F Red Wing as one of its standard power plants will be welcome news to many enthusiasts looking for a stock cruiser with the dependable Red Wing as its power plant.

The famous Mathews "38" is likewise offered with THOROBRED power, the model for this size being the BB-SIX as illustrated below. Concerning this engine Mr. Mathews states, "It is extremely quiet and free from vibration and certainly performs in a most ideal way in our "38."

Twelve THOROBRED engine sizes from 7 to 150 H.P., either medium duty or high speed, and arranged twin screw when desired, offer a correct power plant for pleasure or work boats of all sizes. May we suggest and send details on the proper Red Wing for your boat also? A card will bring some mighty interesting matter.

Complete Showing of THOROBRED motors
in Block "V," Mezzanine Floor, New
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Complete Catalog on 12 Sizes, 7 H.P. to 150 H.P., Mailed on Request
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Gray Boats

Announcing

A New Thirty-Six Foot Cruiser

GRAY cruisers have always been boats giving unusual values. Beautiful lines, rugged strength, extreme seaworthiness and every convenience for comfortable cruising and liveableness make Gray boats the choice of discriminating buyers. The new Gray Thirty-Six Footer, a mahogany finished cruiser, is the best standardized Gray boat ever built and it out-values any other high-grade stock cruiser of equal size. You must see and examine the new Thirty-Six Footer to appreciate its superior qualities.

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"Winners *all* equipped with Tobin Bronze"

THIS statement has been made following so many important races that the uninitiated might think that Tobin Bronze contributed to the winners' speed.

While this is not the case, the fact remains that builders who know how to make a good boat, appreciate the importance of giving her staying qualities and lasting seaworthiness.

Practically every prominent builder in the United States uses Tobin Bronze for shafting and underwater parts. This is because it is unrivalled in its combination of strength, high yield point and resistance to corrosion.

It will pay you to be sure that Tobin Bronze, manufactured exclusively by The American Brass Company, is used in your boat. The name Tobin Bronze is rolled in the metal.

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*Every craft
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Complete specifications well illustrated with outline drawings will be sent upon request. If your requirements vary, we will be glad to figure on your own specifications or cooperate with your architect. It costs less to build good boats in Maine.

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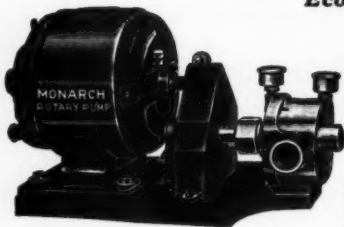
Yard on Saco River

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MONARCH ELECTRIC PUMP

Silent

*Economical
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This pump is used for flushing decks, pumping bilge or furnishing circulating water for heating systems or free running water to all parts of the boat. It's portable and can be used at home, in camp or factory. Free supply of water at all times assured.

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Save the Difference

BUILD YOUR OWN BOAT

It is easy to build a handsome cruiser, a speedy runabout, a beautiful sail boat or a small row boat with

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The money saved will amaze you. We furnish all parts of the boat shaped and machined ready to assemble. Our new book completely describes over 55 designs—CABIN CRUISERS, V-BOTTOM RUNABOUTS, HYDROPLANES, ROWBOATS and SAILBOATS—and explains in detail how easily it is for you to build a boat yourself. Send twenty-five cents today for this book of designs and complete price list. Start building your boat now and it will be ready for the Spring.

BROOKS BOAT CO., Inc., Dept. 33, Saginaw, W. S., Mich.
Originators of the patterns and KNOCK-DOWN system of Boat Building

A Clean Water Jacket

(Continued from page 162)

the cooling water, into which sediment readily collects. A small drain tapped into a flange bolted to the cylinder casting at the lowest point opposite the water inlet and led overboard will provide for easy cleaning. While the engine is running idle, open the valve in the auxiliary outlet to wash out any sediment that has collected. When the clutch is thrown in, close the valve and the water will circulate in the usual manner.

At the time of overhauling is the proper time to clean the water jacket and if there seems to be a pocket that collects sediment readily, arrange the piping so that the flow of water will wash out any sediment before it gets hard and set.

W. B. M., Newburgh, N. Y.

Absolute Prevention Impracticable

THE absolute prevention of corrosion in the water jackets of a marine gasoline engine is so impracticable as almost to fall within the category of the impossible. Salt water will corrode cast iron to a certain extent and there will therefore be appreciable but not serious corrosion in the water jackets of a marine engine unless the salt water can be replaced with fresh at the end of each run. Such a replacement can not be readily accomplished except in rare cases where owners are so fortunate as to be able to use their boats in tidal waters but moor them in fresh water. Such a possibility should not be overlooked in the rare case of its occurrence but the principal reason for selecting a fresh water mooring as against a salt water one will be to secure practical freedom of attack by marine borers for the boat rather than a largely theoretical benefit to the machinery.

Corrosion of the water jackets will not seriously menace the useful life of a properly designed marine engine except in the case of certain very light racing machines having water jackets of copper or some other metal which will set up galvanic action with the iron of the cylinders. Such engines must be cared for by draining the jackets and flushing them out with fresh water at the end of each day's use or by the use of such other special precautions as the manufacturer may advise.

Automobile engines quite commonly have a large amount of aluminum in their circulating systems which must be replaced with brass, bronze, or iron fittings if the machines are to be adapted to marine work. It is usually more satisfactory, however, to get a marine motor in the first place rather than rebuild an automobile motor to meet the needs of a service for which it was not designed.

The jackets of a marine motor can be kept in good condition by a few simple precautions in the installation and operation of the machine.

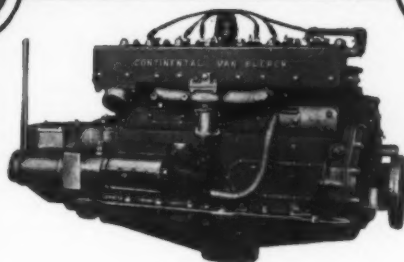
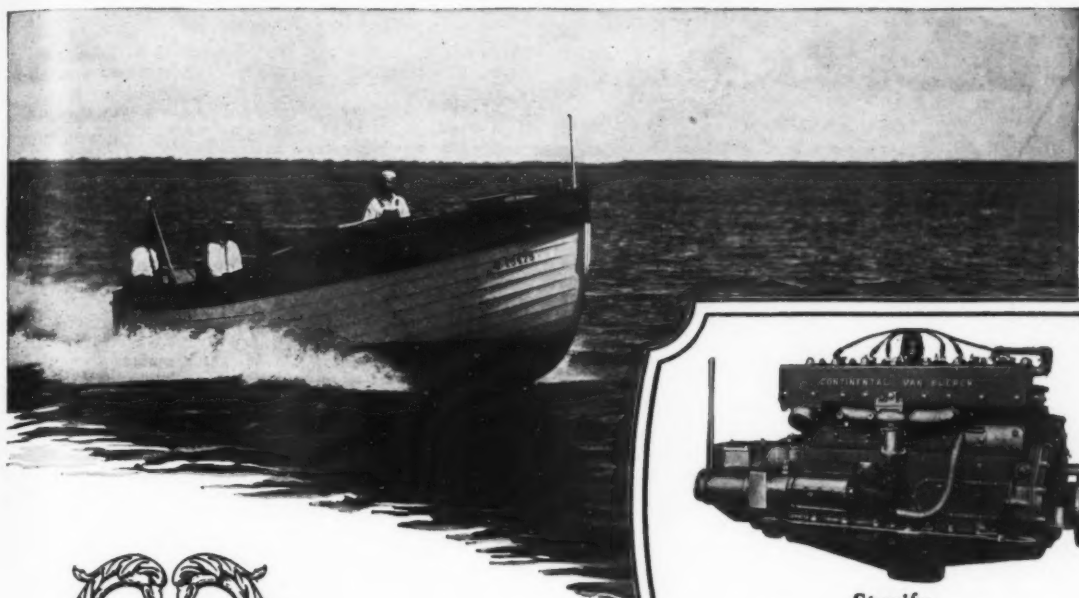
First of all the circulating system should be used to cool the engine and for nothing else. Nothing is more provocative of trouble with this feature of the power plant than the practice of using the circulating pump as a bilge pump. If you want a power bilge pump have one installed but don't pump dirty bilge water through the jackets of your engine and run all the risks attendant on this practice.

An adequate strainer on the circulating water intake is also very necessary. The strainer should be a stout bronze or brass casting well secured to the hull. The intake should not be located close to the keel on boats which are to be used in shallow inland waterways as it will invariably pick up sand or mud if the boat goes aground.

A third precaution which will assist in keeping the jackets in good shape is to see that the stuffing boxes and valves on the pump are in good condition so that the jackets remain full of water when the boat is stopped. The jackets will corrode and rust more if allowed to drain at the end of each run than if kept full.

An occasional cleaning of the jackets to remove deposits of rust, scale, and silt will help to keep them in good condition and will guard against the motor over heating. The jackets can be cleaned by draining them, disconnecting the pump, and filling them with a solution of baking soda in the proportion of $\frac{1}{2}$ pound to four gallons of fresh water. This solution should be allowed to stand in the jackets for some time and should then be slowly heated by running the motor until boiling occurs. An ample vent for the escape of steam must, of course, be provided. The jackets should finally be well flushed out with a hose and fresh water. A solution of lye may be used in place of baking soda but it will injure the hands and almost anything else it gets onto except metal or glass.

W. M. A., San Diego, Calif.



Specify
Continental-Van Blerck

28 ft. raised deck seashiff
equipped with Model 253 Con-
tinental-Van Blerck marine
motor. Built by G. T. Backus
& Son, Ft. Pierce, Fla.

Model 250—6 Cylinder

Bore 2 3/4"
Stroke 4 3/4"

Displacement 169.28 cu. in.

Model 251—6 Cylinder

Bore 3 1/4"
Stroke 4 1/4"

Displacement 195 cu. in.

Model 271—6 Cylinder

Bore 3 1/4"
Stroke 4 5/8"

Displacement 230.21 cu. in.

Model 252—6 Cylinder

Bore 3 3/4"
Stroke 5"

Displacement 331 cu. in.

Model 253—6 Cylinder

Bore 4 1/4"
Stroke 5 1/4"

Displacement 421 cu. in.

Model 254—6 Cylinder

Bore 4 1/2"
Stroke 5 3/4"

Displacement 548.69 cu. in.

Quiet - Sturdy
Dependable

The engineering and production facilities of Continental-Van Blerck are available to all manufacturers who may desire an unexcelled marine power plant and a dependable source of supply.

DEPENDABILITY and RELIABILITY

The dependability and the reliability of Continental-Van Blerck marine motors are the direct result of ability and expert knowledge. This is based on a quarter century's experience in the application of gasoline power to marine requirements.

The exceptional number of Continental-Van Blerck Engines installed during the past year is the result of appreciation on the part of both boat builder and owner of what Continental-Van Blerck means to marine engineering.

For those who demand something better, Red Seal marine motors offer a new interpretation of quiet, sturdy, dependable power.

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New Peerless Racing Engine

(Continued from page 48)

cial design the maximum power is developed with one large carburetor, this results in extremely easy starting and also a very flexible motor.

The weight of the New Peerless 151 is 250 pounds, including all engine equipment, this extremely low weight is made possible by the use of special materials and by careful designing and by good judgment in the matter of putting the weight where necessary. The reliability of this motor has not been reduced in the least by its light weight.

This motor develops 90 h.p. at 3,800 r.p.m. and has actually turned standard Hyde wheels size 13 by 16 inches at speeds ranging from 3,600 to 4,000 r.p.m., depending upon the type and weight of the various hulls in which they have been installed.

A one way clutch, a rear starter, or an electric starter can be furnished if desired at a slight extra cost. The clutch adds approximately 15 pounds. The rear starter 15 pounds and the electric starter 25 pounds.

Eastern Boats Break Records

(Continued from page 134)

The closing event of the Regatta was the sixth and final heat of the 151 class hydroplanes. Twelve boats got away beautifully bunched. Miss Spitfire VI carried the burden for the Rand team in this heat, as the record breaking Miss Spitfire V was not running well. Miss Spitfire VI won the heat at 43.38 m.p.h.; Angeles I was second, and Boots II third. Quicksilver III was apparently going to take third place in this heat, but stove in a plank and sank within a few feet of the finish line. The boat was raised before dark. The final result of the races on the point system gave first place to Miss Spitfire VI, with 1000 points; second to Miss Spitfire V, with 410 points; and third to Angeles I with 350 points.

To fill in between the important events described in detail above, the Committee had arranged a number of minor but nevertheless interesting races and exhibitions so that the crowd of spectators would not find time hanging heavy on their hands between the heats of the hydroplane races. These events were cutter races by crews from the U. S. Naval Training Station, swimming races of various kinds, maneuvers and demonstrations by the Naval Air Force, races for various types of Naval motor boats, races by the San Diego Rowing Club, a couple of novelty events put on by this organization, and a demonstration of the handling of one-design racing sail craft by the San Diego Yacht Club. The visiting owners and drivers expressed keen appreciation of their reception in San Diego and were agreed that the course provided in The Harbor of the Sun is second to none in the country for hydroplane racing.

The Regatta was wound up by a dinner, at which owners, drivers, and others connected with the Regatta were the guests of the Chamber of Commerce. Trophies were presented at this time by Commodore F. B. Thompson, of the San Diego Yacht Club.

The officials of the Regatta were J. W. Sefton, Jr., General Chairman; D. W. Campbell, General Manager; A. T. Griffith, Starter; Commodore Joe Beek, of the Newport Harbor Yacht Club, Chief Judge; Lieutenant D. L. Connelly, U. S. N., Measurer; Frank Benham, Clerk of the Course; and Lieutenant Commander W. Mack Angus (CEC) U.S.N., Chief Timer and Engineer in charge of laying out the course.

New Red Wing Catalog

A new 24 page catalog has just been issued by the Red Wing Motor Company, which describes all twelve sizes of the Thorobred marine engine very completely. The Big Chief Six Cylinder Red Wing engines appear in the catalog for the first time. The smaller six cylinder engines have not as yet been officially announced, and the first illustration of these appears on pages 14 and 15 of the catalog. These are the six cylinder, 75 and 110 h.p. engines with a bore and stroke of 4½ by 6 inches. The lesser powered machine is arranged with a gray iron base, while the high speed machine has a non-corrosive Saltax aluminum base. These machines both have very heavy seven bearing crankshafts. The valves are of Silichrome steel and drop forgings have been freely used to increase the strength or toughness of any part that required it. The Red Wing engines are one of the few which are regularly supplied with an oil Pur-o-lator, such as are used on all high grade motor cars. The oiling system is the patented submerged type Red Wing oil pump, circulating oil under pressure to all working parts.



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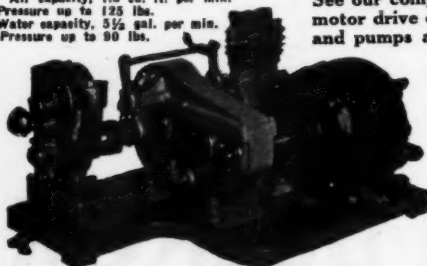
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